AGENDAS/MINUTES OF THE
TRANSPORTATION AND ENVIRONMENT
COMMITTEE OF COUNCIL

THE CORPORATION OF THE C
City Hall, 71 Main Street West, Hamilton, On

1989 February 01

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 February 06
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA:

1. Minutes of the Monday, January 23, 1989 meeting of the Transport and Environment Committee.

MANAGER OF PURCHASING

2. Supply and Delivery of Top Soils During the 1989, Public Works Department

DIRECTOR OF PUBLIC WORKS

3. Fee for the Maintenance of Banner Poles and Installation of Banners over Main Street

DIRECTOR OF TRAFFIC

4. Parking Regulations

   (a) Green Meadow between Queensdale Avenue East and Everton Place

   (b) West side of Columbia Drive between Delmar Drive and the Northerly End Parking Regulations

   (c) Simcoe Street West between MacNab Street North and Bay Street North

   (d) Franklin Road between Upper Wentworth Street and East 24th Street

5. School Traffic Officers

   (a) Intersection of Wentworth Street and Delaware Avenue

   (b) Intersection of Highridge Avenue and Rox Street

6. Intersection Control

   (a) Intersection of Glen Valley Drive and Country Club Drive

   (b) Intersection Control on Strathcona Avenue North between King Street West and York Boulevard

   (c) Intersection of Charlton Avenue West and Locke Street South

7. Request for a Commercial Vehicle Loading Zone - West side of Catharine Street South, south of Young Street

8. Appointment of By-law Enforcement Officers

9. Removal of Parking Meter - North side of Brucedale Avenue East, west of Millen Avenue

10. Request for School Bus Loading Zone - North side of Sussex Street, west of Emerson Street

COMMISSIONER OF ENGINEERING

11. Banner Display Applications

   (a) Call B.U.D. - April 3, 1989 to April 19, 1989

   (b) Citizen Action Group - November 27, 1989 to December 4, 1989

   (c) Leeds of Hamilton - January 1, 1990 to January 8, 1990

(d) Hamilton and District Extend-A-Family - July 17, 1989 to July 24, 1989

(e) Hamilton and District Extend-A-Familty - September 17, 1990 to September 24, 1990

(f) Art Gallery of Hamilton - November 5, 1990 to November 12, 1990

(g) Kidney Foundation of Canada - March 5, 1990 and March 12, 1990

12. **To Incorporate Certain Lands**

(a) Queen Victoria Drive

(b) Loconder Drive

(c) Rushdale Drive

13. **Subdivision Agreements**

(a) Additional Cost Sharing - "Rexford Gardens - Phase 2", Subdivision Agreement, Hamilton

(b) "Highridge Hills - Stage 2", located east of Upper Sherman Avenue and south of Limeridge Road, in the Randall Neighbourhood, Hamilton

(c) "Templemead No. 2 Survey - Phase 6", located east of Upper Gage Avenue and north of Rymal Road in the Templemead Neighbourhood, Hamilton

14. **BILLS**

(a) By-law respecting construction of local improvements of:

i. Combined Sidewalk and Curb on the north side of Federal Street, from Berkindale Drive to approx. 38m easterly;
ii. Finished Roadway, combined Sidewalks and Curbs (both sides) on Federal Street, from Grays Road to approx. 48m westerly
iii. Finished Roadway on Federal Streets from Berkindale Drive to approx. 40m easterly, total estimated cost - $68 300.

(b) By-law to incorporate Reserve "B", Plan 943 into Forbes Street

15. **DELEGATIONS**

(a) Proposed Alley Closure between Julian Avenue and Walter Avenue from Britannia Avenue to the east-west alley.

(b) West Park Drainage

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Poulette & Ray Street Bridge	Dec. 5/88	Mr. Spencer	Report to follow
4.	Parking Regulations - Cochrane Road	Dec. 5/88	Alderman Agostino	Awaiting further notice from Ald. Agostino
5.	Snow Clearing charges - Hamilton Property Management	Jan. 23/89	Mr. Pavelka	Report to follow

1.

Monday, January 23, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present:
Mr. D. Lobo, Public Works Department
Mr. J. Pavelka, Director of Public Works
Mr. M. Main, Director of Traffic
Mr. Solomon, Traffic Department
Mr. T. Gill, Engineering Department
Mr. R. Meiers, Engineering Department
Mr. B. Loreto, City Solicitor's Department
Mr. D. Vyce, Director of Property
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mr. G. Lake, Regional Laboratories
Mrs. Wilson, Board of Education
Mrs. B. Price, Hamilton Safety Coucil

The Minutes of the Monday, December 05, 1988 meeting of the Transport and Environment Committee were adopted as circulated.

CP's Proposal to abandon rail service from Hamilton to Brantford and Brantford to Simcoe

It was moved by Alderman Ross seconded by Alderman Cooke that the Committee move in camera to hear advice from the Solicitor regarding CP's proposal to abandon rail service from Hamilton to Brantford and Brantford to Simcoe on the Waterfard Subdivision. Carried.

Having heard the advice from the Solicitor regarding the above, the Committee reconvened in public to deal with the regular agenda of the Transport and Environment Committee.

Storm Drainage Projects

With respect to a memo received from the Secretary of the Co-ordinating Committee regarding Storm Drainage Projects, it was agreed by the Committee that the Ward Aldermen affected by this problem attend a special public meeting, to be arranged by the Engineering staff, for the purpose of reviewing all options for the control storm water in the Chateau Court - Scenic Drive area and the Stone Church Road - Dartnall Road area and the intersection of Storm Drainage of the Chedoke Golf Course.

It was understood that this meeting would occur some time in the Spring of 1989 and that the area Aldermen would report back to the Committee with respect to what transpired during this special meeting.

The Committee was in receipt of correspondence from the Hamilton Board of Education and the Hamilton-Wentworth Roman Catholic Separate School Board which indicated that Susan Wilson and Anthony Perrie would be representing the Hamilton Board of Education and the Hamilton-Wentworth Roman Catholic Separate School Board, respectively, on the Transport and Environment Committee.

Annual Contracts for the Public works Departments

The Committee approved the recommendations of the Manager of Purchasing outlined in his report dated December 05, 1988 respecting the Annual Contracts for the Public Works Departments for Chemicals, Concrete, Aggregates and Asphalt required during 1989.

Parking Enforcement Services for the Traffic Department

The Committee approved the following recommendation of the Manager of Purchasing respecting Parking Enforcement Services for the Traffic Department:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), Hamilton for parking enforcement services for 1989, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

	Hourly Rate
Sergeant	$9.72
Corporal	9.23
Commissionaire	8.82

NOTE: This represents a 4% increase over 1988 rates. Funds provided in Traffic By-Law Enforcement, Contractual Account #0345-0319.

Rental of Snow Removal Equipment and Labour for the Public Works Dept.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Rental of Snow Removal Equipment and Labour for the Public Works Department:

That the City exercise its option to extend the existing agreements with various companies as listed in the following reports, for the rental of snow removal equipment and labour:

Section 2 & 3 of the 10th report of the T & E Committee and approved by Council on June 28, 1988 and

Section 2 of the 13th report of the T & E Committee and approved by Council on September 27, 1988

NOTE: All tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders are contacted as required.

New Traffic Operation Centre, Consultant Selection - Soils Investigation

The Committee approved the following recommendation of the Manager of Purchasing respecting the New Traffic Operation Centre, Consultant Selection - Soils Investigation:

(a) That Golder Associates (Mississauga) be retained to undertake the geotechnical investigation on the site on Upper Ottawa Street north of Stone Church Road, at an initial cost of $11 375; and

(b) That additional investigations, as may be recommended by the soils consultant, be authorized with the total study cost not to exceed $30 000.

NOTE: Lowest acceptable quotation of three proposals received. Funds are provided in Account No. 0280-27, Reserve fro Capital Projects.

Former Hill Street Works Yard

The Committee approved the following recommendation of the Director of Property respecting the former Hill Street Works Yard:

(a) That no action be taken to develop the former Hill Street Public Works Yard for residential housing in view of the presence of methane gas.

(b) That the former Hill Street Public Works Yard Property be designated as parkland and placed under the jurisdiction of the Parks Division of the Public Works Department in accordance with the recommendation of the Hydrology Consultants "Gore & Storrie Limited", who were retained by the City to give expert technical advice.

It was further moved by Alderman Cooke seconded by Alderman Ross that the Parks and Recreation Committee be requested to consider the former Hill Street Works Yard as a priority for Park Development. Carried.

1989-1993 Streets and Sanitation Division

The Committee approved the 1989-1993 Streets and Sanitation Division Capital Budget as outlined in a report from the Director of Public Works dated January 17, 1989 File No. 88-5080. This item was referred to the Co-ordinating Committee for inclusion in the 1989-1993 Capital Budget.

The Committee approved the following recommendation of the Director of Public Works respecting the Supply of Potable Water:

(a) That the City of Hamilton discontinue supplying potable water to rural areas; and

(b) That the residents be notified 1 month in advance of the discontinuance of water deliveries.

NOTE: i. the delivery of water costs the City of Hamilton approximately $25 280 to service approximately 18 residences

ii. not all of the revenue from the delivery of the potable water is readily forthcoming from these residents.

iii. other local area municipalities do not get involved with the delivery of potable water to rural residences

Sidewalk Snow Clearing

The Committee approved the following recommendation of the Director of Public Works respecting Sidewalk Snow Clearing:

(a) That the message "Don't Be Slow.....Clear Your Snow" be added to the annual City of Hamilton property tax notices, to improve the notification that homeowners in the City of Hamilton are required to clear the snow from the sidewalks adjacent to their property.

(b) That all charges are to be listed on the property taxes in the spring immediately following the winter season, to assist in notifying property owners when charges have been assessed to their properties.

NOTE: Previously, the practice was to accumulate all charges during the calendar year and assess the charges to the property taxes in the subsequent year. Accordingly, an entire 12 months or more could elapse prior to the charge being assessed to the taxes.

Staff has been directed to come back to the Transport and Environment Committee with a recommendation on an improved procedure for notifying homeowners that failure to remove snow from the sidewalks before the work is done by the City and charges assessed to their properties.

Garbage Collection Agreement - 1255 Upper Gage Avenue

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 1255 Upper Gage Avenue:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and 568434 Ontario Inc. for the collection of garbage at 1255 Upper Gage Avenue, Hamilton.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

Garbage Collection Agreement - 525 Stone Church Road East

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 525 Stone Church Road East:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Victoria Park Community Homes Inc. for the collection of garbage at 525 Stone Church Road East.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

(a) That three-way stop control be implemented at the intersection of Kingswood Drive and Glen Vista Drive; and

(b) That a three-way stop control be implemented at the intersection of Willowcrest Avenue and Bowman Street; and

(c) That a stop sign be erected to control westbound traffic on Federal Street at Berkindale Drive; and

(d) That westbound traffic on Ruby Street be required to stop for northbound and southbound traffic on Rushdale Drive; and

(e) That three-way stop control be implemented at the intersection of Green Cedar Drive and Guildwood Drive; and

(f) That a yield sign be erected to require that westbound traffic on MacKenzie Road yield to traffic on East 27th Street; and

(g) That a stop sign be erected on Huron Street at Stirton Street such that the intersection is controlled by a three-way stop; and

(h) That Council correspond with the Minister of Transportation making reference to the resolution of 1986 and requesting that action be taken to revise the Highway Traffic Act to require that cyclists be required to identify themselves to police officers, for the enforcement purposes; and

(i) That the Regional Police Department be requested to increase enforcement at the stop signs on Sterling Street at Forsyth Avenue, Dalewood Avenue and Haddon Avenue; and

(j) That a copy of the staff report respecting this item be forwarded to Dr. A. E. Lee, President and Vice-Chancellor of McMaster University.

(k) That City Traffic By-law 66-100 be amended accordingly.

Parking Regulations

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

(a) That a "Thirty Minute Parking Time Limit" regulation to be in effect 24 hours a day, 7 days a week, be implemented on the west side of Aurora Street commencing at a point 59 feet north of Charlton Avenue and extending to a point 20 feet northerly therefrom; and

(b) That a "No Parking" regulation be implemented on the south side of Tivoli Drive, between San Remo Drive and the westerly end; and

(c) That a parking prohibition be implemented on the south side of Heather Road between Woodman Drive and Sunrise Drive; and

(d) That stopping be prohibited on the south side of Berko Avenue commencing at a point 26 feet west of the west curb line of Baroche Street and extending to a point 82 feet east of the east curb line of Baroche Street; and

(e) That a "Three Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week be implemented on the east side of Ray Street South between Canada Street and Jackson Street West; and

(f) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week be implemented on both sides of Devonport Street between Tom Street and York Boulevard; and

(g) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Tom Street between Strathcona Avenue and Dundurn Street; and

(h) That, in combination with the existing Alternate Side Parking regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday, to Saturday" regulation be implemented on both sides of West Avenue North between Robert Street and Cannon Street; and

(i) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day seven days a week, be implemented on Emerald Street North between Wilson Street and King William Street; and

(j) That the existing "No Stopping Anytime" regulation be changed to a "No Stopping 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Homewood Avenue along the flankage of Earl-Kitchener Public School; and

(k) That a parking prohibition be implemented on the south side of Franklin Avenue between the east curb line of the south leg of Parkview Drive and a point 106 feet easterly therefrom; and

(l) That a parking prohibition be implemented on the east side of south leg of Parkview Drive between Franklin Avenue and a point 56 feet southerly therefrom; and

(m) That unrestricted free parking be restored to the north side of Franklin Avenue between the west curb line of the north leg of Parkview Drive and a point 70 feet westerly therefrom; and

(n) That City Traffic By-law 66-100 be amended accordingly.

Corner Clearances

The Committee approved the following recommendations of the Director of Traffic Services respecting Corner Clearances:

(a) That stopping be prohibited on the north side of Limeridge Court between Bonaventure Drive and a point 36 feet westerly therefrom; and

(b) That the existing stopping prohibition on the south side of Aikman Avenue South between Wentworth Street South and a point 30 feet easterly therefrom be extended, such that the prohibition extends to a point 56 feet east of Wentworth Street South; and

(c) That stopping be prohibited on the north side of Brucedale Avenue East between Millen Avenue and a point 52 feet easterly therefrom; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Application for Time Limit Exemption Permit No. 3 Sterling Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Time Limit Exemption Permit at No. 3 Sterling Street:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first six applicants residing in the apartment building at No. 3 Sterling Street.

Request for Changes to Parking Regulations on Local Residential Streets

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for Changes to Parking Regulations on Local Residential Streets:

That, for requests to change parking regulations on local residential Streets;

- the Committee endorse the standard petition form and instruction sheet attached to this report; and

- the Traffic Department be instructed to provide such forms, upon request, to members of Council or private citizens wishing to circulate a petition; and

- the Committee adopt a general policy of requiring that residents at no less than two-thirds of the properties abutting the street or section of street where the change in parking regulations is being requested be contacted regarding the proposed change.

Reserved Permit Parking Space for a Handicapped Resident - 180 Province Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Reserved Permit Parking Space for a Handicapped Resident at 180 Province Street North:

(a) That a "Permit Parking" regulation be implemented on the east side of Province Street North, commencing at a point 62 feet north of Cannon Street and extending to a point 20 feet northerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Lavenuik, 180 Province Street North; and

(c) That City Traffic By-law 66-100 be amended accordingly.

School Traffic Officer - Sherman Avenue South and Cumberland Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Sherman Avenue South and Cumberland Avenue:

That a School Traffic Officer be assigned to the intersection of Sherman Avenue South and Cumberland Avenue during the morning and evening crossing periods only.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Queenston Road and Nash Road:

School Traffic Officer - Queenston Road and Nash Road

That no action be taken on the request for a school traffic officer at the signalized intersection of Queenston Road and Nash Road at this time.

With respect to a request for a School Traffic Officer at the intersection of Greenhill Avenue and Hildegarde Drive, it was moved by Alderman Agostino seconded by Alderman Drury:

School Traffic Officer - Greenhill Avenue and Hildegarde Drive

That a School Traffic Officer be assigned to the intersection of Greenhill Avenue and Hildegarde Drive at a cost of $6 882.

This item was lost on a 4-4 tie vote and was forwarded to City Council for resolution.

Alderman Hinkley appeared before the Committee to express his concerns over the procedures followed with respect to Alleyway Closures.

Alleyway Closures

Alderman Hinkley stated that residents are never informed of any public meeting. They are not invited to attend to express their opinions and they are not told what has happened to the application, how it is processed and what their rights are.

After considerable discussion it was moved by Alderman Christopherson seconded by Alderman Ross that staff automatically notify area residents affected by all future alleyway closures. Carried.

At 3:00 o'clock p.m. the Committee temporarily adjourned the regular meeting to deal with the delegations present.

Delegations

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Closure of Old Nash Road between Brampton Street and Nash Road:

Proposed Closure of Old Nash Road between Brampton Street and Nash Road

(a) That Items 3 and 22 of the 4th Report of The Transport and Environment Committee approved by Council on February 23, 1988, to close and sell Old Nash Road between Brampton Street and Nash Road, be rescinded.

(b) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and retaining of Old Nash Road between Brampton Street and Nash Road being Part 2 on Plan 62R-9679.

(c) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.

(d) That the original applicants for closure, Joseph Tittarelli and Gino Tittarelli be refunded their deposit for the purchase being $2 800.

(e) That Joseph Tittarelli and Gino Tittarelli be refunded their closure application fee of $208 and all reasonable survey and legal costs incurred by them with respect to the closure application.

(f) That the Finance Committee recommend the method of financing these costs.

NOTE: Mr. Allen Mills, Solicitor for Mr. Tittarelli appeared before the Committee to advise of Mr. Tittarelli's interest in purchasing whatever road allowance in the area is left over after the development of the expressway.

136 Cannon Street West
Crescent Oil Company of Canada

The Committee was in receipt of an information report from the Director of Public Works respecting the problems in the area of 136 Cannon Street West, Crescent Oil Company of Canada.

Mary Rao, 112 Caroline North, Florence Jeffreys of 32 Railway Street, Linda Angram of 33 Railway Street, Dwayne Fruen of 35 Railway Street and Rob Bouchard of 27 Railway Street appeared before the Committee and expressed their concerns over the problems resulting from the Crescent Oil Company of Canada operation in this area.

Mr. Don Ewen and Mr. Peter Ewen of the Crescent Oil Company of Canada Limited advised the Company that they would like to purchase part of the City Park in the area so that could access their operation off of Caroline Street. As an alternative they suggested being permitted to tear down 118 Caroline Street to permit access by trucks to their operation.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Christopherson that staff come back to the Committee with a recommendation that would resolve the problem in this area, within two months time. In the meantime staff is to monitor and strictly enforce the violations created by Crescent Oil Company of Canada Limited. Carried.

Snow Removal Charges
1188 Fennell Avenue East

Father Ken Patterson of St. Michael Church, 1188 Fennell Avenue East appeared before the Committee objecting to the snow removal charges in the amount of $1 386.

Father Patterson advised the Committee that he had researched the dates in question and discovered there was no snow falls on these dates and as a result would like to see the bill rescinded.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Merling to table and direct staff to review the records and meet with the Ward Aldermen and the Mayor and Father Patterson to resolve the problem without coming back to the Committee. This item was lost.

It was subsequently moved by Alderman Smith seconded by Alderman Cooke that the snow removal charges in the amount of $1 386 be waived. Carried.

Snow Removal Charges
201 James Street South

Mr. Gary Bard of 201 James Street South representing the Hamilton Property Management Group appeared before the Committee objecting to the $11 500 in snow removal charges which were levied against Hamilton Property Management.

Mr. Bard indicated that his Company was unaware the City had cleared the snow and was under the impression that his contractor had in fact removed the snow. He further stated that his Company did not receive a bill from the City until the following year.

Snow Removal Charges 444/500 Stone Church Road West

Also present and objecting to the snow removal charges was Mr. Ron Danks the Solicitor for the Condominiums Corporation at 444/500 Stone Church Road West.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Agro that the City charge Hamilton Property Management Limited with the "Actual" costs for clearing the snow at 444/500 Stone Church Road West. Carried.

NOTE: Voting in favour of the motion were Alderman Agro, Alderman Smith, Alderman Ross. Voting in opposition were Alderman Drury and Alderman Merling.

School Traffic Officer - King Street West and Strathcona Avenue

Mrs. Debbie Ricketts of 63 Margaret Street appeared before the Committee to request a School Traffic Officer at the intersection of King Street West and Strathcona Avenue.

After considerable discussion it was moved by Alderman Cooke seconded by Alderman Smith that a School Traffic Officer be assigned for a six month trial period to the intersection of King Street West and Strathcona Avenue at a cost of $1 000.

Voting in favour of the motion were Alderman Cooke, Alderman Smith, Alderman Agostino and Alderman Drury. Voting in opposition were Alderman Ross and Alderman Agro.

Four-way Stop Control or a traffic signal be implemented at - King Street West and Haddon Avenue

Alderman Kiss appeared before the Committee to request on behalf of her constituents that a four-way stop control or a traffic signal be implemented at the intersection of King Street West and Haddon Avenue.

After considerable discussion it was moved by Alderman Cooke seconded by Alderman Drury that a four-way stop control be implemented at the intersection of King Street West and Haddon Avenue with flashing red lights. This item was lost.

The following recommendation of the Director of Traffic Services respecting the above was approved.

> That no action be taken on the requests to implement four-way stop control or a traffic signal at the intersection of King Street West and Haddon Avenue.

C.P. Rail - Mr. Stanfield and Mr. McMurray Proposed abandonment of the Waterfard Subdivision Rail Line from Hamilton to Brantford and Brantford to Simcoe

Mr. Stanfield and Mr. McMurray representing C.P. Rail, appeared before the Committee respecting C.P.'s proposed abandonment of the Waterfard Subdivision Rail Line from Hamilton to Brantford and Brantford to Simcoe.

After hearing the presentation it was moved by Alderman Ross seconded by Alderman Agro that the Committee take C.P.'s presentation under advisement and direct staff to review same and prepare a recommendation for consideration by the Transport and Environment Committee. Carried.

Reconvened with regular Agenda

The Committee, at this time, reconvened to deal with the regular agenda.

West Park Avenue Drainage

With respect to an item dealing with the West Park Avenue Drainage, Alderman Cooke requested that this matter be tabled to the next meeting of the Transport and Environment Committee at which time Mr. Sardo would appear as a delegation.

1989 Capital Budget for Street Lighting

The Committee approved the following recommendation of the Commissioner of Engineering respecting the 1989 Capital Budget for Street Lighting:

(a) That approval be given for the 1989 Street Lighting Capital Program in the amount of $271 000 as proposed by Hamilton Hydro: and

(b) That Hamilton Hydro be instructed to proceed with the system modifications.

NOTE: Items approved as part of the 1989 Capital Program are included in the City's 1989 Current Budget - Electrical, Streetlighting, Account No. 0352-1019.

Annual Permits for Overweight Vehicles

The Committee approved the following recommendation of the Commissioner of Engineering respecting Annual Permits for Overweight Vehicles:

(a) That the following changes be made in the charges per tonne of overload:

PER METRIC TONNE

Type of Vehicle	Current Charge	Proposed Charge	% Increase
Tractor Trailer	$ 99	$116	17
Single Unit Truck	$165	$193	17

(b) That the annual overload permit fees be reviewed each year.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Annual Overload Permit for K's Transport Inc.:

(a) That in accordance with By-law 66-100, that K's Transport Inc. be given an Annual Overload Permit for the year 1989 for ten (10) tractor-trailers for a total fee of $11 948; and

(b) That 11%, or $1 314.28, be credited to City Account No. 0310-0121 (Overload Permit Fees), and that 89%, or $10 633.72, be credited to Regional Account No. 0308-7610.

Proposed Closure at the rear of 560-596 Stone Church Road East - Holland Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting a proposed closure at the rear of 560-596 Stone Church Road East - Holland Avenue:

(a) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the easterly portion of the road allowance of Holland Avenue at the rear of 560 to 596 Stone Church Road East.

(b) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1989;

(c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

(d) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed street is to be distributed to the abutting owner(s), and that the applicant deposit a reproducible copy of the said plan with the Regional Surveyor:

i. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and

ii. That the City Solicitor make application to the Ministry of Housing under Section 443 (8) of the Municipal Act for approval of the By-law.

Alley Closure between Julian Avenue and Walter Avenue from Britannia Avenue to the East West Alley - Tabled

With respect to an item dealing with the proposed Alley Closure between Julian Avenue and Walter Avenue from Britannia Avenue to the East West Alley, Alderman Christopherson requested that this matter be tabled to the next meeting and that staff be directed to notify area residents of the proposed closing.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Banner Display Application:

Banner Display Application

Art Gallery of Hamilton

That the Art Gallery of Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from, Monday, September 4, 1989 to Monday, September 11, 1989, with the following message:

"ART GALLERY OF HAMILTON
1914-1989
THREE QUARTERS OF A CENTURY"

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Banner Display Application:

Banner Display Application

Mardi Gras Festival

That the "Mardi Gras Festival of Hamilton-Wentworth Inc." be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 29, 1990 to February 4, 1990, and from February 19, 1990 to February 25, 1990 subject to the policy guidelines and conditions approved by Council on October 29, 1988, September 30, 1988 and January 13, 1987, with the following message:

VISIT HAMILTON THE MARDI GRAS CAPITAL OF CANADA
JOIN OUR FESTIVITIES

The Committee approved the following recommendation of the Commissioner of Engineering respecting the discharge of an agreement for a footpath in the vicinity of the Highridge Avenue and Donn Avenue:

Discharge of an Agreement for a footparth in the vicinity of the Highridge Avenue and Donn Avenue

(a) That the request of David V. Ferguson, Solicitor, on behalf of Mary Henderson, to discharge the agreement covering a footpath in the vicinity of Highridge Avenue and Donn Avenue, Instrument No. 314971 C.D., registered June 3, 1985, be approved, subject to the satisfaction of the City Solicitor; and

(b) That the City Solicitor be authorized and directed to prepare and register the documents in relation to the discharge and that the appropriate civic officials be authorized to execute these documents.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of an Encroachment Agreement at 444 Main Street West:

Discharge of an Encroachment Agreement - 444 Main Street West

(a) That the request of Mr. S. Hammond, owner, to discharge the encroachment agreement which permitted Boulevard Parking for 444 Main Street West, Instrument No. 387667 C.D., date of registration November 19, 1986, be approved, subject to the satisfaction of the City Solicitor.

(b) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of an Encroachment Agreement at 132, 136 and 140 Wellington Street South:

Discharge of an Encroachment Agreement - 132, 136 and 140 Wellington Street South

(a) That the applicant's request for a discharge of the Encroachment agreement at 132-140 Wellington Street for an encroachment of a building on the road allowance, registered as Instrument No. 308458 C.D. on March 26, 1985 be approved provided that the discharge is prepared to the satisfaction of the City Solicitor:

(b) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.

Inadvertent Encroachment Agreement - 178 Baron Avenue North

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Inadvertent Encroachment Agreement for 178 Baron Avenue North:

That the application of Mr. Dennis R. Roy, Solicitor on behalf of the present owner of 178 Baron Avenue North, to retain the inadvertent encroachment consisting of a 1 story building encroaching on Baron Avenue by 0.061m x 4.29m and encroaching on Britannia Avenue 19.43m x 0.165m be approved during the pleasure of Council, provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $125 and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Inadvertent Encroachment - 34 Francis Streeet

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 34 Francis Street:

That the application of Mr. Norman Watson, Solicitor on behalf of the present owner of 34 Francis Street, to retain the inadvertent encroachment consisting of a concrete stoop measuring 1.18m x 0.43m be approved during the pleasure of Council, provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That a first year fee of $125 and subsequent annual fee of $20 be set for this privilege; and

(c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

The Committee approved the following recommendation of the Commissioner of Engineering respecting Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys:

(a) That the following changes be made in the maximum Local Improvement Charges per metre of frontage; for the construction of roads, curbs, sidewalks and alleys:

	Item	Maximum Charge per Metre of Frontage From	To
i.	Curb Only	$ 59.00	$ 64.00
ii.	Sidewalks Only (no change)	$ 80.00	$ 80.00
iii.	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$128.00	$131.00
iv.	Roadway Only	$220.00	$221.00
v.	Alleys	$ 70.00	$ 86.00
vi.	Roadway and Curbs Only (Industrial Subdivisions)	$277.00	$300.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Incorporation of Certain City Lands into Greenhill Avenue:

Incorporation of Certain Lands - Greenhill Avenue

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Parts 1, 3, 4, 5, and 6 Plan 62R-9966 into Greenhill Avenue.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Additional Cost Sharing for the Strawberry Hill Addition Subdivision Agreement:

Additional Cost Sharing - Strawberry Hill Addition Subdivision Agreement

(a) That the City's Share of the cost of curbs, sidewalks and final roads, as adopted by City Council on July 20, 1987 as Item 19 of the Eleventh Report of the Transport and Environment Committee for "Strawberry Hill Addition", be increased by $2 377 to $47 662; and

(b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

The Committee approved the following recommendation, outlined in his report dated January 06, 1989, File No. S720-06, respecting a Plan of Subdivision for Templemead No. 3 Survey located east of Upper Gage Avenue and North of Rymal Road in the Templemead Neighbourhood.

Plan of Subdivision - Templemead No. 3 Survey

(a) That the submitted schedules for the estimated cost of services in "Templemead No. 3 Survey", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner;

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, First Pioneer Investments Limited;

(c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered;

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he be permitted to do so at his own risk, providing, that he enters into a Standard Agreement for Pre-Servicing; and

(e) That the City Solicitor be authorized and directed to prepare a By-law to incorporate the 0.3m Reserve, Block 158 on a plan of subdivision known as "Templemead No. 1 Survey - Phase 2", into the Templemead Drive road allowance. The said By-law for this parcel of land is to be registered following the registration of the plan of subdivision for "Templemead No. 3 Survey", Hamilton.

The Committee approved the following recommendation of the Commissioner of Engineering, in his report dated November 25, 1988, File No.'s S705-23, respecting a Plan of Subdivision for Eaglewood Manor.

Plan of Subdivision - Eaglewood Manor

The Committee approved the recommendation of the Commissioner of Engineering in his report dated January 12, 1989, File No. 800-89, respecting the 1989-1993 Reconstruction Program in the amount of $8 200 000.

1989-1993 Reconstruction Program in the amount of $8 200 000

NOTE: Alderman Smith declared a possible conflict of interest as he is a resident of Sunninghill Avenue which is one of the Streets proposed for alterations in 1989.

Bills

The following Bills were introduced:

(a) By-law to authorize additional expenditures for the construction of local improvements of concrete alleys on: 1) First south of Bristol Street from Sanford Avenue to Minto Avenue; 2) First north of Primrose Avenue from Gage Avenue to Avondale Avenue; and 3) in the block bounded by Cedar Street, Afton Avenue, Prospect Street and Cumberland Avenue.

(b) By-law to incorporate Part 3, Plan 62R-9295 into Upper Horning Road.

(c) By-law to incorporate Block 72, Plan 62M-577 into Bonaparte Way.

(d) By-law to Amend By-law 66-100 to Regulate Traffic.

(e) By-law to Amend By-law 66-100 to Regulate Traffic.

Outstanding Items

With respect to outstanding items it was moved by Alderman Ross seconded by Alderman Cooke that any outstanding items left on the list longer than three months be deleted and a notice sent to the person responsible for that item that it would be deleted at the next meeting. Carried.

Adjournment

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 January 25
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF TOP SOILS DURING 1989, PUBLIC WORKS DEPARTMENT

RECOMMENDATION
That a purchase order be issued to G. F. Mason Excavating Ltd., Fruitland for the supply and delivery of Top Soils as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Shredded Top Soil	$10.00 per yard
Shredded Manure	11.00 per yard
Regular Top Soil	8.50 per yard
Rotted Manure	10.30 per yard

NOTE: Lowest of two (2) tenders received. Funds provided in Various Account

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND

	G. F. Mason Excavating Ltd., Fruitland	Advance Excavating Hamilton
Shredded Top Soil	$10.00	$10.50
Shredded Manure	11.00	18.00
Regular Top Soil	8.50	8.50
Rotted Manure	10.30	12.00

3.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 January 26
COMM FILE:
DEPT FILE: 89-5019

SUBJECT: Fee For the Maintenance of Banner Poles and Installation of Banners over Main Street

RECOMMENDATION:

That the fee for the maintenance of banner poles and the installation of banners over Main Street be increased from $150.00 to $160.00.

J.G. Pavelka

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

If the total cost for erecting and maintaining the banner poles and attachments is not recovered, then funding will be required from other activities to offset this deficit.

BACKGROUND:

Last year, the cost for changing the banners over Main Street was reviewed and upgraded from $125.00 to $150.00.

At that time, no provision was included to recover a portion of the capital cost for the banner poles or the anchor cables. Recently, it has come to staff's attention that the banner poles will have to be replaced in approximately 10 years due to metal fatigue. As well, the constant stress and vibration will require the replacement of the anchor cables every three years.

A. The cost for maintaining the structure and replacing the same is as follows:

		Necessary one year recovery
2 Poles @ a 10 year life span	- $4,000	$400.00
2 Anchor Cables @ a 3 year life span	- $ 300	$100.00
		$500.00 per year

One banner is erected each week for 52 weeks, therefore, each banner should contribute $500/52 or $10.00 for the replacement of the banner poles and the anchor cables.

B. The cost for changing the banners is as follows:

	1 HOUR	2 HOURS
1 FOREMAN @ $23.00/HR.	$ 23.00	$ 46.00
2 OPERATORS @ $46.00/HR.	46.00	92.00
1 TRUCK @ $4.50/HR.	4.50	9.00
TOTAL	$ 73.50	$147.00

The foreman on duty requests assistance from the Police Department to close Main Street traffic off completely while the wires between the banner poles are lowered so the banner can be installed, then raised. While the police are directing traffic and a Streets Division foreman supervises the work, two sweeper operators actually unroll the banner, clip it onto the wires between the poles then hoist the wires and banner into position over the road.

If the police are readily available and no problems arise, it will take 1 hour to remove the old banner coming down and to install the new banner going up. Upon occasion when the police have not been readily available, it has taken up to 2 hours to do the work. As well, on windy or cold days, the work has taken longer to accomplish.

The police that have been involved with directing traffic for the banner installation have been on duty and have not been specifically called in for this operation. Accordingly, there are no charges assessed for their time for directing traffic.

DL/jdh

FOR ACTION

4(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 18
COMM FILE: TEC-12-89
DEPT FILE: 3-9.2

SUBJECT:

Green Meadow Road between Queensdale Avenue East and Everton Place - Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on both sides of Green Meadow Road between Queensdale Avenue East and Everton Place; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

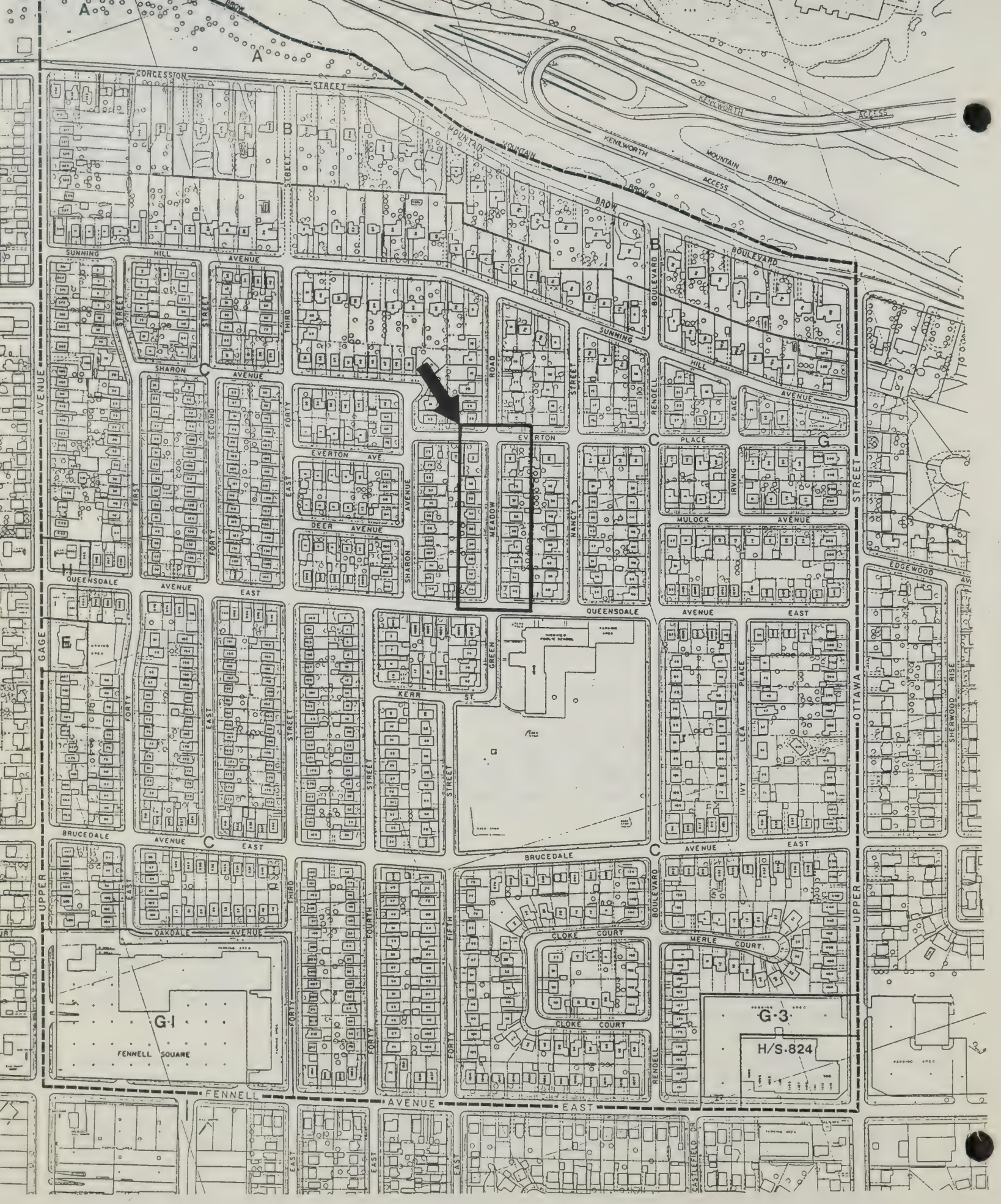
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the costs of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 18 one, two and three family dwellings on Green Meadow Road in the block between Queensdale Avenue East and Everton Place, requesting that a "Two Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the street, because of long-term parking by students from the Highview Campus of Mohawk College. Presently, there is unrestricted free parking on both sides of the street in this area.

The proposed two hour limit might not significantly reduce long-term non-resident parking since the students might be able to move their vehicles at least once in the five hour period between 9:00 a.m. and 2:00 p.m. Therefore, a more effective regulation would be a one hour time limit. The resident who circulated the petition concurs with the implementation of a one hour limit and has indicated that he will notify the other petitioners.

Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 83% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


CONCESSION STREET
MOUNTAIN BROW
KENILWORTH ACCESS
SUNNING HILL AVENUE
BOULEVARD
SHARON AVENUE
EVERTON AVE.
DEER AVENUE
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
OAKDALE AVENUE
FENNELL AVENUE EAST
GAGE AVENUE
UPPER OTTAWA STREET
FIRST FORTY EAST STREET
SECOND FORTY EAST STREET
THIRD FORTY EAST STREET
FOURTH FORTY EAST STREET
FIFTH FORTY EAST STREET
MEADOW ROAD
NANCY STREET
RENDELL BOULEVARD
IRVING PLACE
MULOCK AVENUE
EDGEWOOD
SHERWOOD RISE
LEA PLACE
IVY
GREEN
KERR ST.
CLOKE COURT
MERLE COURT
CASTLEFIELD DR
FENNELL SQUARE
G-1
G-3
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4(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 16
COMM FILE: TEC-13-89
DEPT FILE: 3-9.2

SUBJECT:

West Side of Columbia Drive between Delmar Drive and the Northerly End-Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the west side of Columbia Drive between Delmar Drive and a point 52 feet south of the northerly end of the street; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

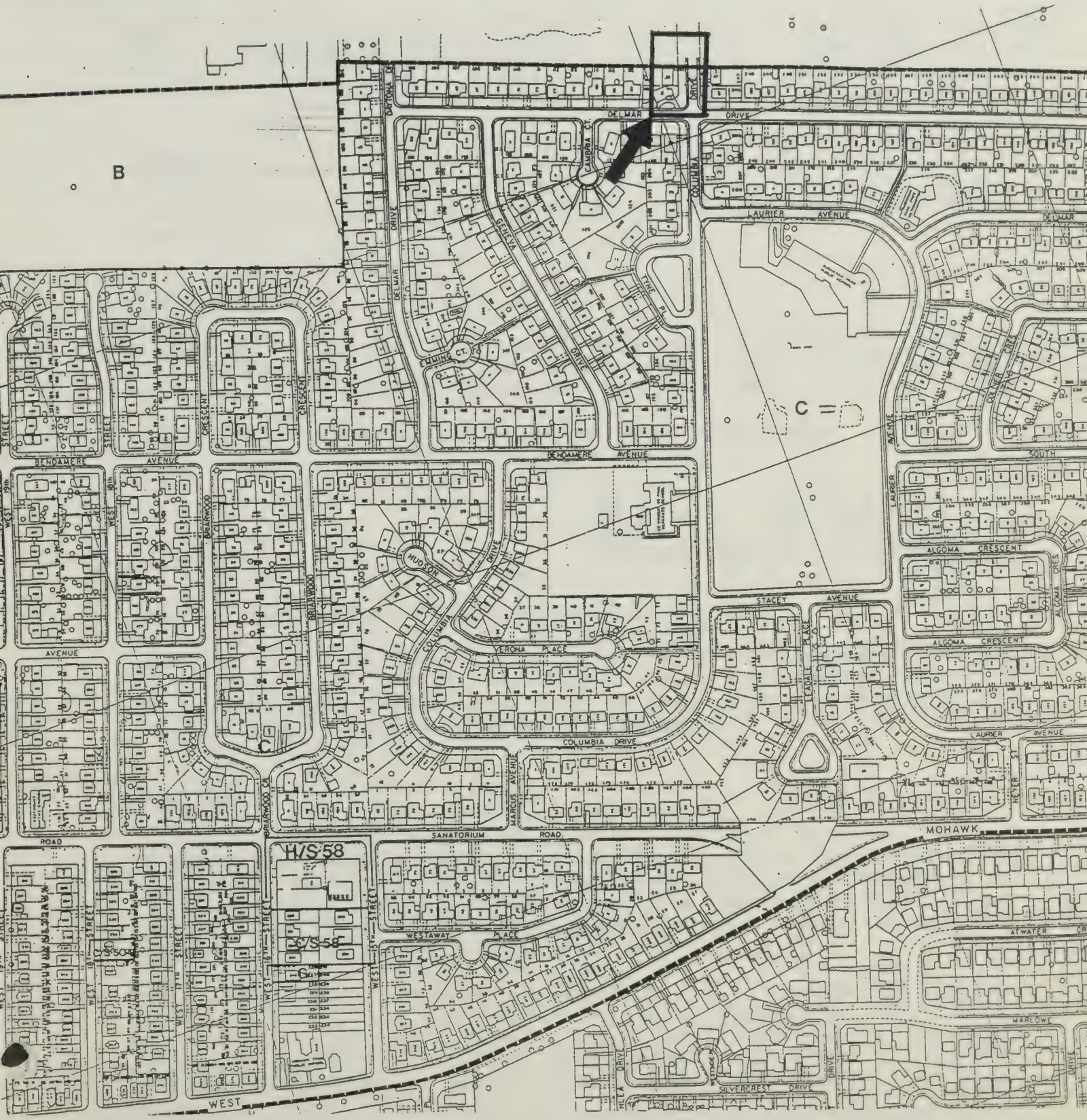
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

In the Fall of 1988, Alderman Tom Murray forwarded to the Traffic Department a petition signed by residents of Delmar Drive in the block between Columbia Drive and Daytona Drive, requesting that the existing two hour parking time limit on the street be changed to a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation to further reduce long-term parking by students of Mohawk college. This request was approved by the Transport and Environment Committee and subsequently by the City Council on 1988 November 11th.

Following the erection of the one hour limit signs on Delmar concerns were expressed by the two residents that live on the west side of Columbia Drive, north of Delmar, that they also wish to have the same regulation implemented on this short section of street in front of their homes where there is presently unrestricted free parking. The two residents that live on the east side of Columbia Drive were also contacted regarding the proposed regulation and these residents also indicated their support for the regulation. Therefore, since all four residents have indicated that they agree to this change, the Traffic Department concurs with the request.


B
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DELMAR DRIVE
COLUMBIA DRIVE
LAURIER AVENUE
GENEVA DRIVE
EMMING CT.
BENDAMERE AVENUE
HUDSON CT.
VERONA PLACE
STACEY AVENUE
ALGOMA CRESCENT
COLUMBIA DRIVE
SANATORIUM ROAD
MOHAWK
WESTAWAY PLACE
H/S 58
C/S 58
6
WEST
SILVERCREST DRIVE
WARLOWE
ATWATER

4(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 16
COMM FILE: TEC-14-89
DEPT FILE: 3-9.2

SUBJECT:

Simcoe Street West between MacNab Street North and Bay Street North - Parking Regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of Simcoe Street West between MacNab Street North and Bay Street North; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 9 of the 12 one, two and three family dwellings on Simcoe Street West in the block between MacNab Street North and Bay Street North, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the street. Presently, there is unrestricted free parking on both sides of Simcoe Street in this block.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two and three family dwelling would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since approximately 75% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


HARBOUR HEADLINE
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LEANDER DRIVE
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WOOD STREET
NORTH STREET
QUEEN ST
WEST STREET
MACAULEY STREET
MACNAB STREET
PICTON STREET
FERRIE STREET
NICHOL STREET
SIMCOE STREET
HUNTER STREET
STRACHAN STREET
JAMES NORTH
RAILWAYS FREIGHT YARDS

4(d)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 27
COMM FILE: TEC-29-89
DEPT FILE: 3-9.2

SUBJECT:

Franklin Road between Upper Wentworth Street and East 24th Street - Parking Regulations.

RECOMMENDATION:

a) That parking be prohibited on the north side of Franklin Road between Upper Wentworth Street and East 24th Street; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

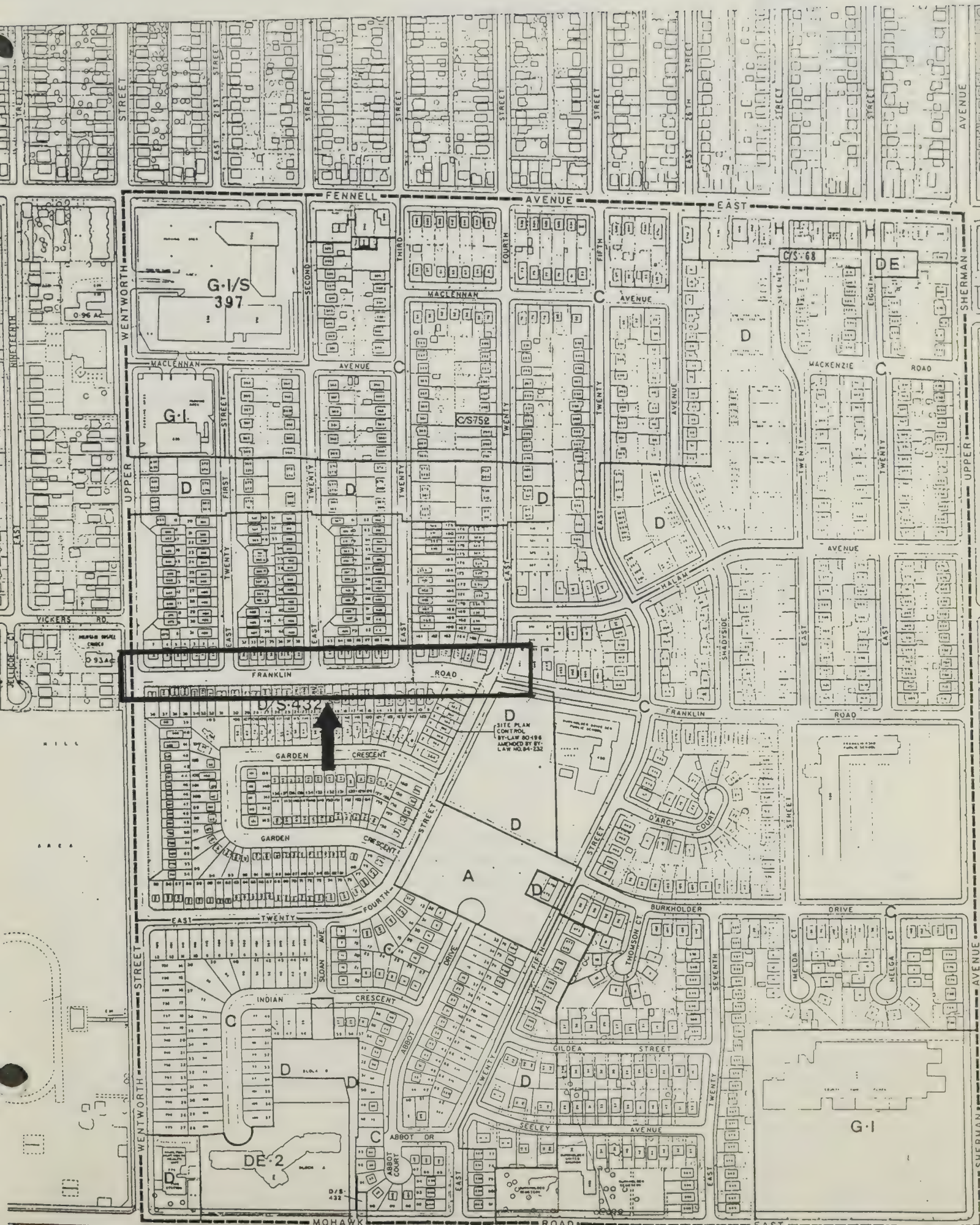
BACKGROUND:

Alderman Henry Merling has asked the Traffic Department to investigate the possibility of removing parking from one side of Franklin Road between Upper Wentworth and East 24th in order to facilitate access by emergency vehicles. Presently, there is unrestricted free parking on both sides of this 28 foot wide street.

Chief Len Saltmarsh, Fire Chief, has investigated the matter and concluded that parked vehicles on both sides of the subject street would interfere with access by emergency vehicles and has recommended that parking be prohibited from one side of the street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, the Traffic Department concurs with the recommendation of the Fire Department. All of the residential properties in the area have off-street parking, and casual observations have revealed that the street is not heavily parked. Therefore, the proposed parking prohibition should not create any parking problems for area residents.

In order to improve visibility at three intersections, it would be appropriate to prohibit parking on the north side of the street. Also, existing utility poles on the north side could be used for signing, rather than installing additional sign posts on the south side.


FENNELL AVENUE EAST
WENTWORTH STREET
UPPER SHERMAN AVENUE
MACLENNAN AVENUE
MACKENZIE ROAD
HALAM AVENUE
FRANKLIN ROAD
GARDEN CRESCENT
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
INDIAN CRESCENT
EAST TWENTY STREET
MOHAWK ROAD EAST
VICKERS RD
SHADYSIDE
IMELDA CT
HELGA CT
G-I/S 397
G-I
G-I
C/S 752
C/S 68
D/S-432
DE-2
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232

5(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 24
COMM FILE: TEC-25-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Wentworth Street and Delaware Avenue - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Wentworth Street and Delaware Avenue at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is $6,882.00, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

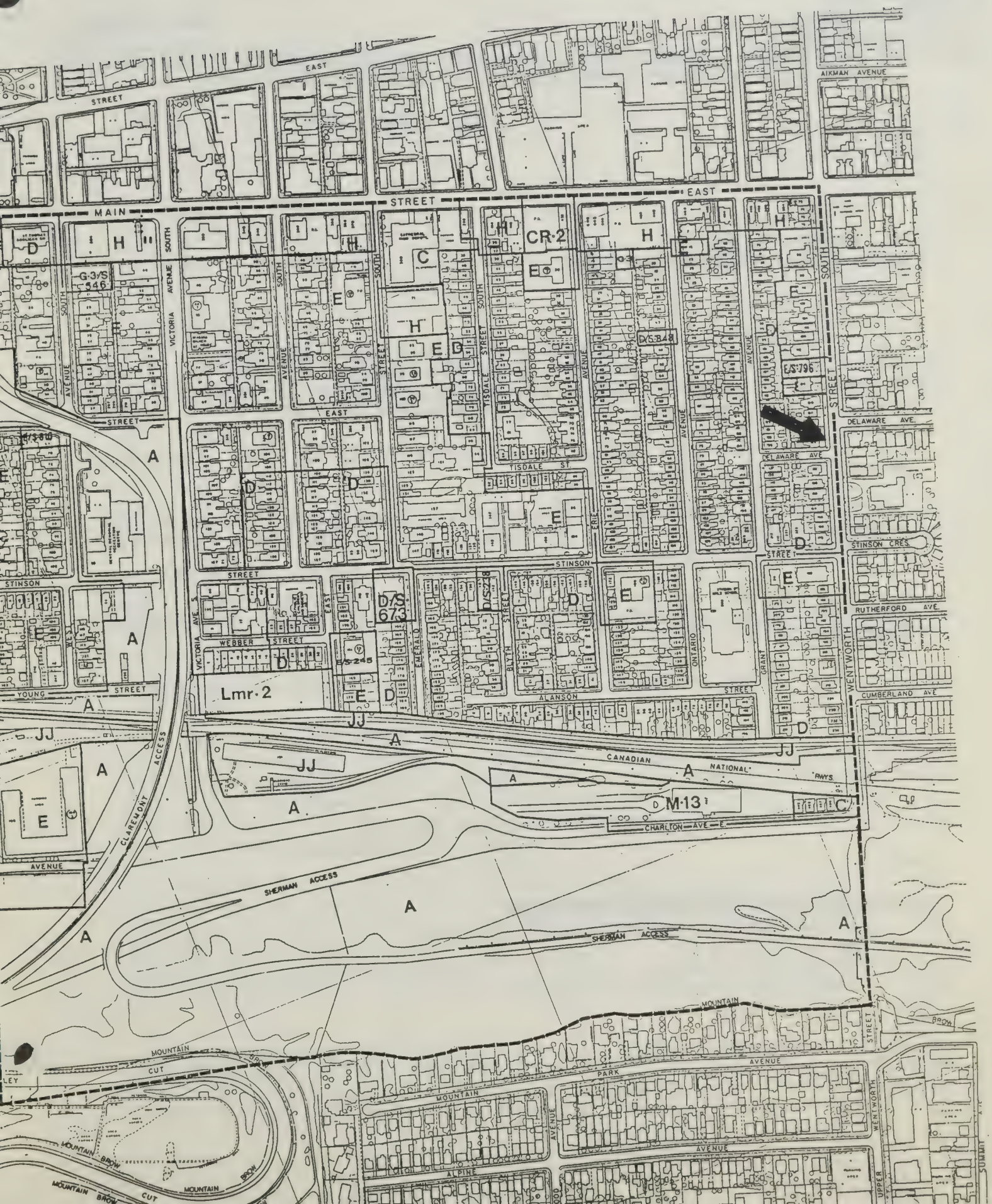
Alderman Brian Hinkley has forwarded to the Traffic Department a 39 page petition signed by area residents requesting that a school traffic officer be assigned to the intersection of Wentworth Street and Delaware Avenue. The subject intersection is a "T" type intersection, and presently, westbound traffic on Delaware is required to stop for southbound traffic on Wentworth Street which operates as a one-way street (southbound) to Delaware and two-way south of Delaware. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies on 1988 December 6th and 7th and observed 15 children crossing Wentworth and only two crossing Delaware during the three school crossing periods. The Regional Police have concluded that "the children can cross Wentworth safely at Stinson with the traffic

signal". Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, with only one reported collision involving a pedestrian in at least the last seven years. This pedestrian collision which involved a 21 year old male did not occur during a school crossing period. The traffic signal at Stinson and Wentworth is approximately 300 feet south of Delaware. Therefore, the traffic Department concurs with the recommendation of the Regional Police Department.

cc. ALDERMAN HINKLEY


MAIN STREET EAST
STREET EAST
AIKMAN AVENUE
VICTORIA AVENUE SOUTH
SOUTH AVENUE
SOUTH STREET
TISDALE STREET
TISDALE ST
ERIE AVENUE
DELAWARE AVE.
STINSON CRES.
STINSON STREET
RUTHERFORD AVE.
WEBBER STREET
YOUNG STREET
ALANSON STREET
CUMBERLAND AVE.
WENTWORTH STREET
GRANT AVENUE
ONTARIO AVENUE
BLYTH STREET
EMERALD STREET
CLAREMONT ACCESS
CANADIAN NATIONAL RWYS.
CHARLTON AVE. E.
SHERMAN ACCESS
MOUNTAIN BROW
MOUNTAIN CUT
PARK AVENUE
ALPINE AVENUE
UPPER WENTWORTH
SUMMIT
G.3/S 946
CR-2
D/S 673
D/S 245
D/S 228
D/S 848
E/S 796
Lmr-2
M-13

CITY COUNCIL
HAMILTON, CANADA

Brian Hinkley
Executive Alderman

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500 — WARD 3

October 25, 1988

Mr. Murray F. Main
Director of Traffic Services

Dear Mr. Main:

RE: **Petition from the Stinson Street Home and School Association Requesting a School Crossing Guard at the Intersection of Wentworth Street and Delaware Avenue**

I believe you have received a copy of the petition respecting the above.

I would ask that the Traffic Department prepare the necessary report for the Transport and Environment Committee respecting this request.

Please advise me at least one week in advance when this report will be on the agenda of the Transport and Environment Committee.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley

Brian Hinkley
Executive Alderman
Ward 3

rd

[redacted]

Transport and Environment Committee
cc: Ms A. Barlow
89 Burris Street
Hamilton, Ontario L8M 2J6
cc: Petitioners

5(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 24
COMM FILE: TEC-24-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Highridge Avenue and Rox Street - Reqeust for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Highridge Avenue and Rox Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

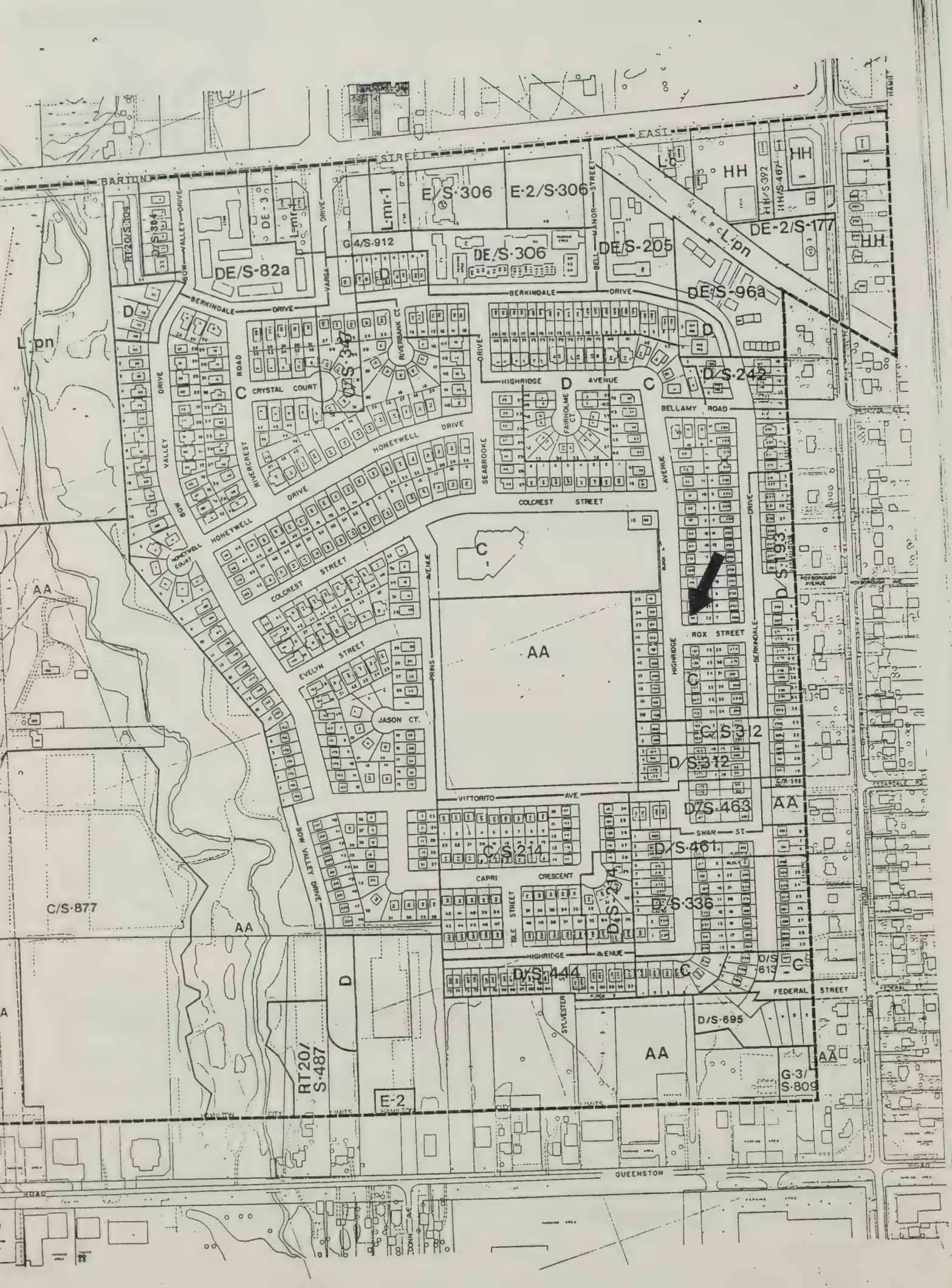
The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is $6,882.00, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that a school traffic officer be assigned to the intersection of Highridge Avenue and Rox Street. The subject intersection is a "T" type intersection, and presently, westbound traffic on Rox Street is required to stop for traffic on Highridge. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1988 November 30, and observed 107 elementary school children crossing Highridge and only four crossing Rox during the three school crossing periods. The Regional Police have concluded that there was a "low volume of traffic, and children had no problem crossing at any time". Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, with only one reported collision in at least the last seven years, this collision did not involve a pedestrian. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.


BARTON
STREET
EAST
E/S-306
E-2/S-306
Lmr-1
G4/S-912
DE/S-306
DE/S-205
DE-2/S-177
DE/S-82a
DE/S-96a
HH
HH/S-392
HH/S-467
L.pn
BERKINDALE DRIVE
VALLEY DRIVE
BOW
VARGA DRIVE
BELL MANOR STREET
RIVERBANK CT.
CRYSTAL COURT
D/S-342
HIGHRIDGE AVENUE
FAIRHOLME CT.
D/S-242
BELLAMY ROAD
HONEYWELL DRIVE
RIVERCREST ROAD
SEABROOKE AVENUE
COLCREST STREET
HONEYWELL COURT
EVELYN STREET
JASON CT.
PRINS AVENUE
ROX STREET
D/S-193
ROTBOROUGH AVENUE
C/S-312
D/S-312
D/S-463
VITTORITO AVE.
SWAN ST.
D/S-461
C/S-214
CAPRI CRESCENT
D/S-214
D/S-336
ISLE STREET
HIGHRIDGE AVENUE
D/S-444
D/S-613
FEDERAL STREET
D/S-695
SYLVESTER
C/S-877
RT20/S-487
E-2
G-3/S-809
QUEENSTON ROAD
AA
C
D

6(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 26
COMM FILE: TEC-27-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Glen Valley Drive and Country Club Drive - Intersection Control.

RECOMMENDATION:

a) That northbound traffic on Glen Valley Drive be required to stop for eastbound and westbound traffic on Country Club Drive; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for the manufacturing, erecting and maintaining the required sign.

BACKGROUND:

Alderman Dominic Agostino has requested that a northbound stop control be implemented at the intersection of Glen Valley Drive and Country Club Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last seven years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Glen Valley would be required to stop for eastbound and westbound traffic on Country Club. Therefore, the Traffic Department concurs with the request.


COUNTRY CLUB DRIVE
GLEN VALLEY DRIVE
GREENHILL AVENUE
GLEN MANOR STREET
SUNBRITE COURT
GLEN PARK COURT
ST. ANDREWS
CHIPPING PLACE
FAIRWAY DRIVE
WEDGEWOOD AVENUE
JENNIFER CT.
TORO DRIVE
PUTTING PLACE
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT.
BUNKER HILL DRIVE
CAPILANO DRIVE
RIO COURT
ALTO DRIVE
GREENHILL
SHERRY LANE
QUICLEY ROAD
JOY COURT
REMS COURT
DE.2
B.1
B.2
B.2/S.349
D/S.83
G/S.83
E/S.322
G.1
AA
C
D

6(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 27
COMM FILE: TEC-31-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection Control on Strathcona Avenue North between King Street West and York Boulevard.

RECOMMENDATION:

a) That the existing yield sign for eastbound traffic on Head Street at Strathcona Avenue North be replaced with a stop sign; and

b) That the existing yield signs for eastbound and westbound traffic on Florence Street at Strathcona Avenue North be replaced with stop signs; and

c) That the existing yield sign for eastbound traffic on Tom Street at Strathcona Avenue North be replaced with a stop sign; and

d) That three-way stop control be implemented at the intersection of Lamoreux Street and Strathcona Avenue North; and

e) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Terry Cooke recently requested that an investigation be made into the need for stop signs on Strathcona Avenue North at Florence Street. The Traffic Department investigated this matter, and concluded that the intersection of

Florence and Strathcona was not a suitable location for all-way stop control because of the geometry of the intersection. However, the Traffic Department agrees that it would be advantageous to require that motorists stop at one of the intersections in the five block section of Strathcona between King and York.

After reviewing conditions on the street, the Traffic Department has concluded that the intersection of Strathcona and Lamoreux would meet at least one of the criteria for the implementation of all-way stop control since it is immediately adjacent to Strathcona Public School. At the present time, students are crossing Strathcona mid-block between Florence and Lamoreux to use the playground area in Victoria Park. The implementation of an all-way stop at Lamoreux and Strathcona would allow the children to cross at the intersection with the stop signs, rather than at the present uncontrolled mid-block location, and the principal of the school has advised that he is in complete agreement with the proposal.

At the present time, traffic on all of these streets intersecting with Strathcona between King and York is required to yield to traffic on Strathcona. Therefore, as an additional safety measure, the Traffic Department also recommends that the existing yield signs be replaced with stop signs.

Alderman Terry Cooke has verbally advised that he supports the recommendations.


A/S-569
A/S-569
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CR-2
G-3
D
E
YORK BOULEVARD
TECUMSEH STREET
BARTON STREET
KINNELL ST
JONES STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
WEST STREET
EDISON ST
HENRY ST
PETER STREET
NAPIER STREET
MORDEN STREET
KING STREET
GEORGE STREET
NELSON STREET
NORTH STREET
SOUTH STREET
DEVONPORT STREET
INCHBURY STREET
LOCKE STREET
CROOKS STREET
MARIA STREET
RAY STREET
OXFORD STREET
DUNDURN AVENUE
STRATHCONA AVENUE
MARGARET STREET
BREADALBANE STREET
BUFFALO RAILWAY
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-025
SITE PLAN CONTROL BY-LAW 80-003
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-062
SITE PLAN CONTROL BY-LAW NO.88-17
SITE PLAN CONTROL BY-LAW 74-2
H/S 608
H/S-481
H/S-630
H/S-745
D/S-450
A/S-450
H/S-481
H/S-700
H/S-745
E/S-481
H/S-620
H/S-745
H/S-481
E/S-481
A/S-450
E3/S-366
E/S-450
G-3/S-898
G-3/S-898
D/S-785
D/S-614

6(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 January 30
COMM FILE: TEC-30-89
DEPT FILE: 3-9.4

SUBJECT: Intersection of Charlton Avenue West and Locke Street South - Intersection Control.

RECOMMENDATION:

a) That northbound and southbound traffic on Locke Street South be required to stop at Charlton Avenue West such that the intersection would be controlled by a three-way stop; and

b) That the City Traffic By-law 66-100 be amended accordingly; and

c) That no action be taken on the request for a traffic signal at this intersection; and

d) That the overhead flashing light be removed from this intersection.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs. The estimated cost of installing a traffic signal at this intersection would be $40,000.00. No Provinicial subsidy would be available, and funds have not been budgeted for the installation of a traffic signal at this location.

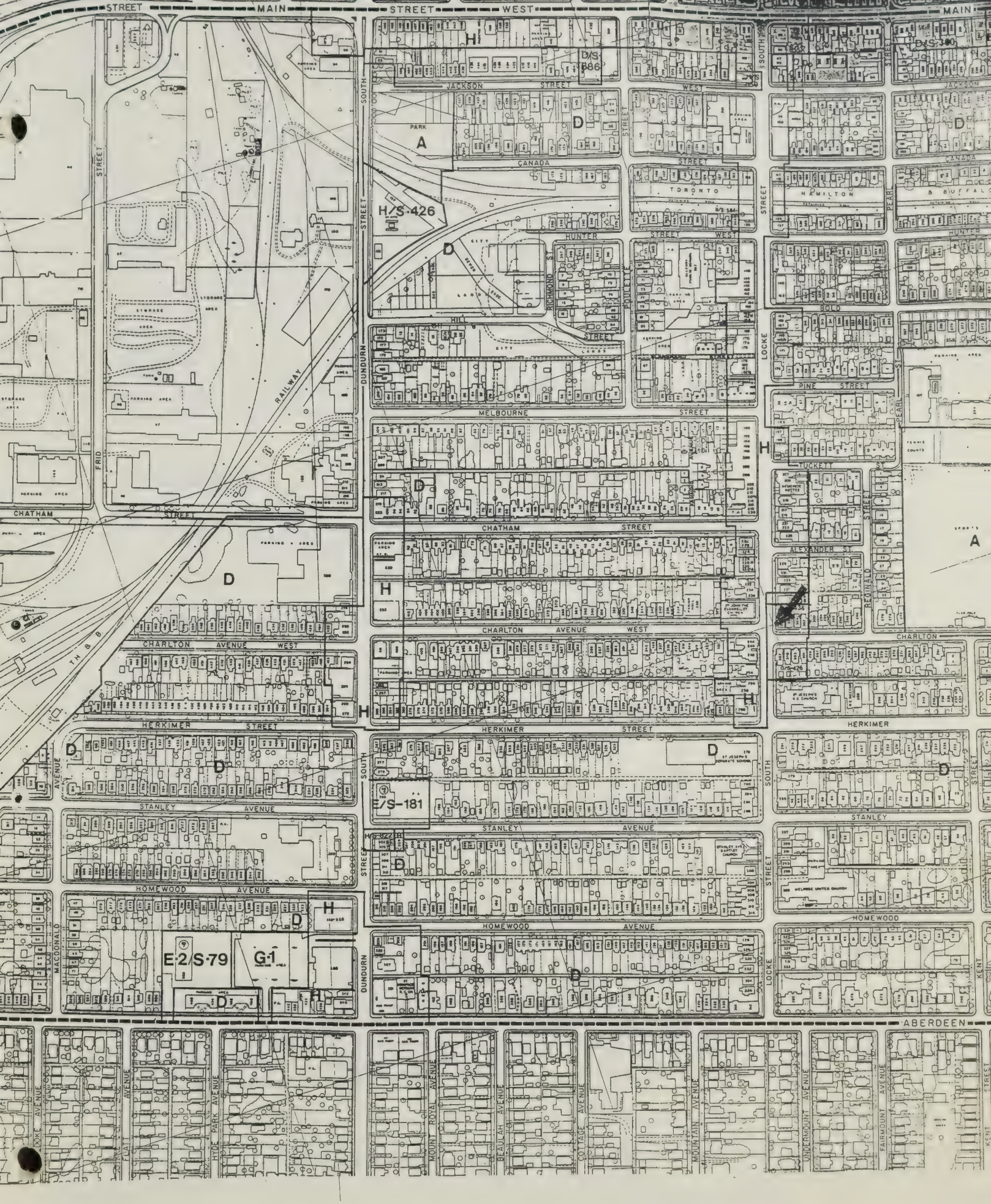
BACKGROUND:

His Worship Mayor Robert Morrow recently forwarded to the Traffic Department a copy of a letter and petition from Mr. J.L. Godzisz, 235 Locke Street South, requesting that a traffic signal be installed at the intersection of Charlton

and Locke. Alderman Terry Cooke and Alderman Mary Kiss have also corresponded with the Traffic Department and the Transport and Environment Committee regarding the intersection control at this location in the past. The Traffi Department has again reviewed this matter, and has the following report:

The request to install a traffic signal at this intersection was dealt with by the Committee and by the City Council in May 1987, and the Traffic Department recommendation to not install a signal at this location was approved at that time. This recommendation was based primarily on the fact that the traffic signal installation warrants were not met because the volumes of traffic on Locke and Charlton are very low in relation to locations where traffic signals are warranted. Also, the installation of a traffic signal at this intersection would make it easier for westbound motorists to cross Locke Street, and therefore, would likely result in an increase of through traffic on Charlton Avenue where this is already a source of complaint by residents.

Notwithstanding the above, the Traffic Department has again reviewed the matter, and has concluded that the intersection would meet the criteria for the installation of all-way stop control. Therefore, the Traffic Department recommends that stop signs be erected to control northbound and southbound traffic on Charlton at Locke and that no action be taken on the request to install a traffic signal at this intersection at this time. The installation of stop signs on Locke should satisfy the concerns related to difficulties for motorists and pedestrians crossing Locke at Charlton. Also, an observation has revealed that the proposed north/south stop signs can be placed so that they will be readily visible to motorists. Therefore, it would be appropriate to remove the existing overhead flashers at this intersection.


MAIN STREET WEST
MAIN
JACKSON STREET
CANADA STREET
TORONTO STREET
HUNTER STREET
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
PEARL STREET
BOLD
PINE STREET
TUCKETT
ALEXANDER ST
RICHMOND
FRID STREET
MACDONALD AVENUE
RAILWAY
H/S-426
D/S-586
E/S-181
E-2/S-79
G-1
PARK
A
D
H

FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 23
COMM FILE: TEC-19-89
DEPT FILE: 3-10.10

SUBJECT:

West side of Catharine Street South, south of Young Street - Request for a Commercial Vehicle Loading Zone.

RECOMMENDATION:

a) That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the west side of Catharine Street South, commencing at a point 77 feet south of Young Street and extending to a point 40 feet southerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

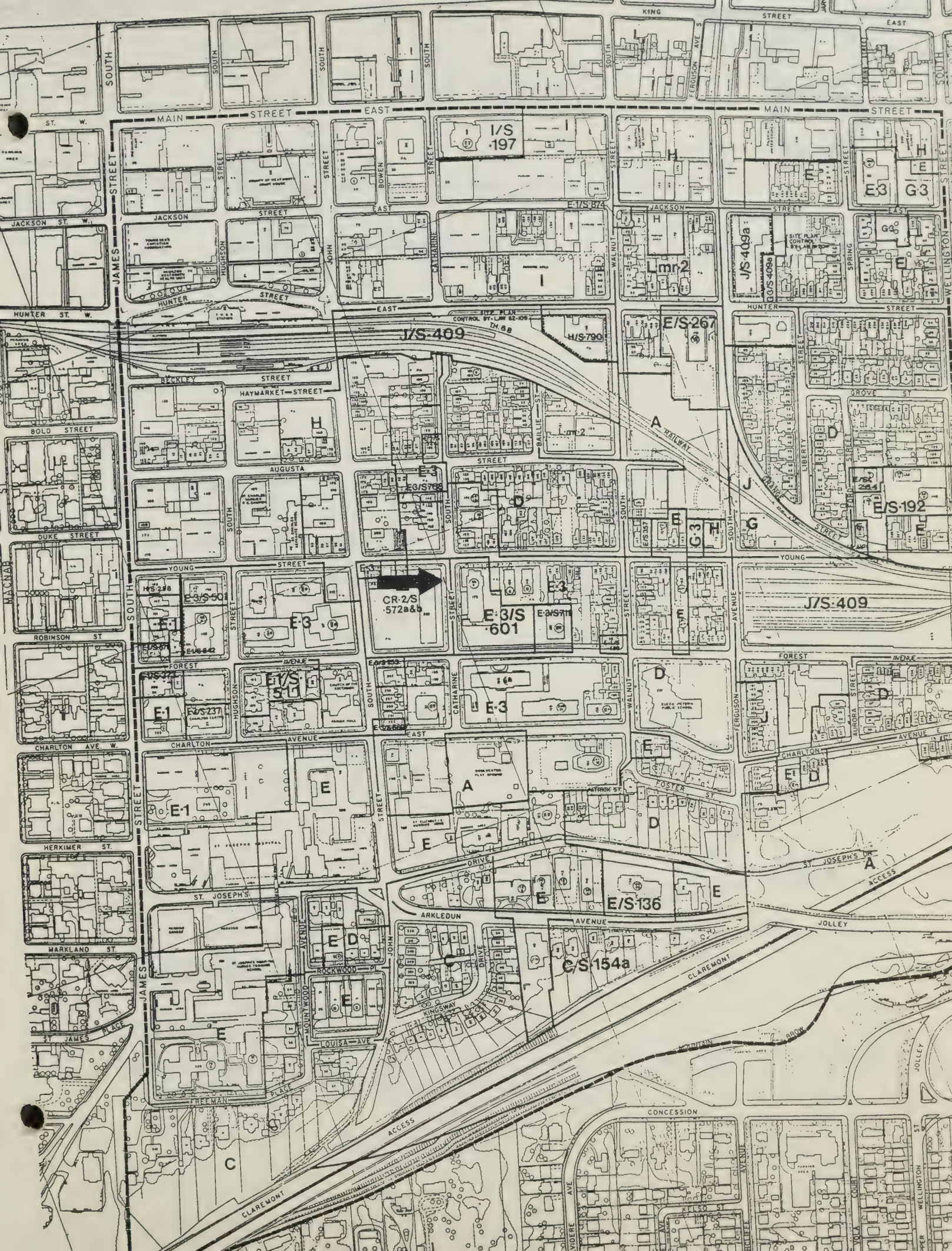
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The proprietor of Beni's Casual Dinner House, which is located within the shopping plaza in the block bounded by Catharine, John, Young and Forest has requested that a commercial vehicle loading zone be implemented on the west side of Catharine at the rear of his business in order to reserve an on-street area for loading and unloading by commercial vehicles only. Presently, there is unrestricted parking on the west side of Catharine and a "No Parking Anytime" regulation on the east side of Catharine in this area.

After reviewing conditions on the street, the Traffic Department concurs with this request. The proposed loading zone would result in a loss of approximately two on-street parking spaces. However, the applicant has agreed

to limit the hours of the loading zone to 8:00 a.m. to 12:00 noon, Monday to Friday, in order to allow parking in this area at other times. Therefore, the proposed loading zone should not result in any parking problems for area residents or other business.


MAIN STREET EAST
MAIN STREET
KING STREET EAST
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
BOLD STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
ROBINSON ST
FOREST AVENUE
CHARLTON AVENUE
HERKIMER ST.
ST. JOSEPH'S DRIVE
MARKLAND ST.
ST. JAMES PLACE
FREEMAN PLACE
ROCKWOOD PL
LOUISA AVE
ARKLEDUN AVENUE
KINGSWAY DRIVE
CONCESSION
CLAREMONT ACCESS
JOLLEY
FOSTER ST.
ST. JOSEPH'S DR.
JAMES STREET SOUTH
JOHN STREET SOUTH
HUGHSON STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
FERGUSON AVE S
BOWEN ST
BAILLIE ST
LIBERTY STREET
SPRING STREET
WELLINGTON ST
GROVE ST
AURORA STREET
MOUNTWOOD AVENUE
KELSO ST
VIDERE AVE
RAILWAY
I/S-197
E/S-874
J/S-409
H/S-790
E/S-267
E3/S768
E3/S-501
CR-2/S-572a&b
E3/S-601
E3/S711
E/S-192
E/S-136
C/S-154a
J/S-409a
J/S-409b
E/S-237
E/S-357
E/S-284

8.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 19
COMM FILE: TEC-10-89
DEPT FILE: 3-9.1

SUBJECT:

Appointment of By-law Enforcement Officers

RECOMMENDATION:

That the previous list of personnel appointed as By-law Enforcement Officers for the City of Hamilton be revised:

by adding the following names:

- John H. Deeley
- William D. Christensen
- Jeffrey D. Danby
- Paul L. Brown
- James L. Adkins
- Joseph W. Mathieson
- Louis J. Angeline
- Judith Berestecki

and by deleting the following names:

- Gordon J. Henderson
- Brian A. Bishop
- John J. DeMois
- Onelio L. Maragno
- Ernest F. Squires
- Eric L. Laycock
- Victor C. Anderson
- Kenneth Edgar

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:

Due to changes in personnel, it is necessary to revise the list of persons appointed as By-law Enforcement Officers, in accordance with the Police Act.

9.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 19
COMM FILE: TEC-18-89
DEPT FILE: 3-9.1

SUBJECT:

North Side of Brucedale Avenue East, west of Millen Avenue - Removal of Parking Meter.

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of Brucedale Avenue East between Millen Avenue and a point 56 feet west; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

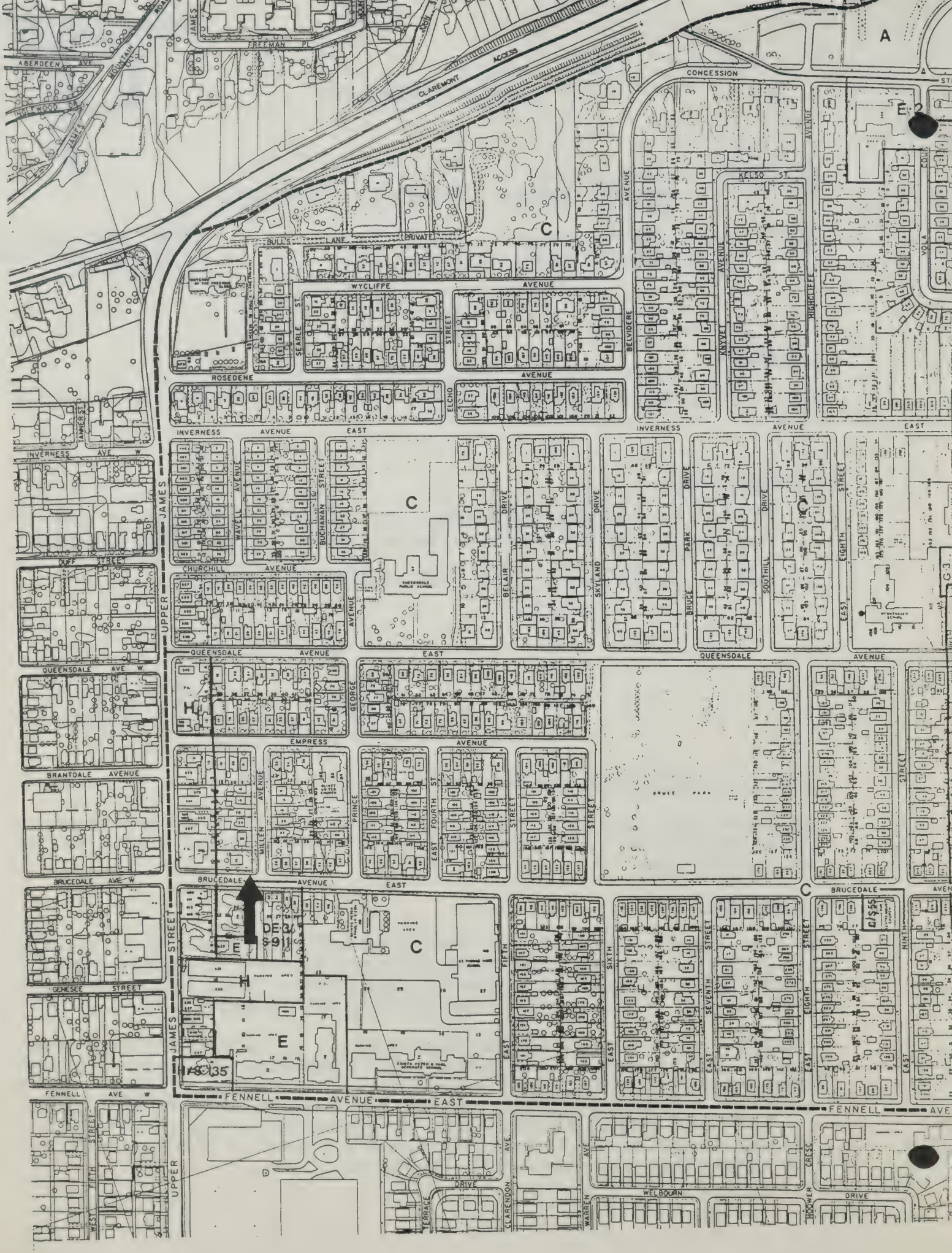
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

We have received a letter from Alderman Henry Merling on behalf of the resident at 15 Brucedale Avenue East requesting that one metered parking space be removed and a parking prohibition be implemented in order to provide better visibility and to facilitate driveway access to his property.

Presently, there are six metered parking spaces on the north side and seven metered parking spaces on the south side of Brucedale in the block between Upper James and Millen. Casual observations have revealed that these parking meters are not heavily utilized and that there is generally parking available on the street. Therefore, the removal of one metered parking space to improve driveway access to No. 15 Brucedale should not create a parking problem and the Traffic Department concurs with the request.


ABERDEEN AVE
MOUNTAIN ROAD
JAMES
FREEMAN PL
CLAREMONT ACCESS
CONCESSION
A
E 2
C
BULL'S LANE
PRIVATE
WYCLIFFE AVENUE
SEARLE ST
STREET
BELVIDERE
ROSEDENE AVENUE
ELCHO
KELSO ST
AVENUE
KNYVET
HIGHCLIFFE
INVERNESS AVENUE EAST
INVERNESS AVE W
TANNER ST
WAVELL AVENUE
BUCHANAN STREET
DRIVE
BELAIR
SKYLAND
PARK
BRUCE
SOUTHILL
EIGHTH
CHURCHILL AVENUE
DUFF STREET
UPPER
QUEENSDALE AVENUE EAST
QUEENSDALE AVE W
GEORGE
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EMPRESS AVENUE
BRANTDALE AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST
BRUCEDALE AVENUE EAST
BRUCEDALE AVE W
BRUCEDALE
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FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
C/S 55
GENESEE STREET
JAMES STREET
H 35
FENNELL AVENUE EAST
FENNELL AVE W
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TERRACE
CLARENDON AVE
WARREN AVE
WELBOURN
CRESC
HOOVER
DRIVE

10.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 January 27
COMM FILE: TEC-28-89
DEPT FILE: 3-9.7

SUBJECT:

North Side of Sussex Street, west of Emerson Street - Request for School Bus Loading Zone.

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Sussex Street commencing at a point 52 feet west of Emerson Street and extending to a point 166 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Hamilton-Wentworth Roman Catholic Separate School Board requesting that a school bus loading zone be implemented on the north side of Sussex west of Emerson to accommodate four school buses. Presently, there is an "alternate side parking" regulation on Sussex Street in this area, except that parking is prohibited between 7:00 a.m. and 6:00 p.m., Monday to Saturday on the north side adjacent to Canadian Martyr's Separate School.

Although the school buses are permitted to stop to load and unload in the "no parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" area adjacent to the school, the Highway Traffic Act requires that the red signal lights on a school

bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Sussex Street, the Traffic Department concurs with the request.


MAIN STREET WEST
H/S-74
C/S-654
C/S-173
C/S-720
C/S-720
C/S 815
SUSSEX STREET
LELAND STREET
MAPES AVENUE
EMERSON
BROADWAY
BOWMAN
WESTWOOD AVENUE
WESTON AVENUE
HADDON ROAD
BAXTER STREET
T.H.&B. RAILWAY
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
HERNA AVE
TOTTENHAM ROAD
WILLOWCREST AVENUE
AINSLIE STREET
WESTON PLACE
WALKOVI COURT
DELBROOK COURT
STROUD ROAD
GLENMOUNT AVENUE
HOLLYWOOD ST
THORNDALE ST
NORFOLK ST
HIGH ST
SOUTH ST
KINGSTOWN ST

11(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 January 13
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(75)

SUBJECT

Banner Display Application
April 3, 1989 to April 10, 1989

RECOMMENDATION

That the "Call B.U.D. Committee" be permitted to display a promotional banner across Main Street West in front of City Hall, from April 3, 1989 to April 10, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1988, September 30, 1988 and January 13, 1987, with the following message:

"BEFORE YOU DIG, CALL B.U.D. 527-7977"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Call B.U.D. Committee" requesting permission to display a promotional banner across Main Street in front of City Hall.

JKC:cab.
Encl.

c.c. H. Reinhold, Department of Public Works

FOR ACTION

11(6)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 26 January 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

SUBJECT:

Banner Display Application
November 27, 1989 to December 4, 1989

RECOMMENDATION

That the Citizen Action Group be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 27, 1989 to December 4, 1989, with the following message:

"Older Worker Week

Hamilton Help Centre"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Citizen Action Group requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:fd

c.c. H. Reinhold, Department of Public Works

11(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 January 1989
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (53)

SUBJECT:

Banner Display Application
January 1, 1990 to January 8, 1990

RECOMMENDATION

That the ~~Leeds~~ of Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 1, 1990 to January 8, 1990, with the following message:

"Leeds Bridal Show '90
Hamilton Convention Centre
January 9 & 10, 1990"

G. S. Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Leeds of Hamilton requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:sw

11(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 January 1989
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (54)

SUBJECT:

Banner Display Application
July 17 1989 to July 24, 1989

RECOMMENDATION

That the Hamilton and District Extend-A-Family be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, July 17, 1989 to July 24, 1989, with the following message:

"Share A Special Friendship
Hamilton Extend-A-Family 529-7484"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Hamilton & District Extend-A-Family requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:sw

11(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 January 1989
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (28)

SUBJECT:

Banner Display Application
September 17, 1990 to September 24, 1990

RECOMMENDATION

That the Hamilton & District Extend-A-Family be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, September 17, 1990 to September 24, 1990, with the following message:

"Share a Special Friendship
Hamilton Extend-A-Family 529-7484"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Hamilton & District Extend-A-Family requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:sw

11(4)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 January 1989
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (29)

SUBJECT:

Banner Display Application
November 5, 1990 to November 12, 1990

RECOMMENDATION

That the Art Gallery of Hamilton Volunteer Committee be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 5, 1990 to November 12, 1990, with the following message:

"Art Gallery Fair
X-Mas at the Gallery"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Art Gallery of Hamilton Volunteer Committee requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:sw

11(g)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 January 1989
COMM FILE: 3.11-7
DEPT FILE: T103-37
ID#0043D (29)

SUBJECT:

Banner Display Application
March 5, 1990 to March 12, 1990

RECOMMENDATION

That the Kidney Foundation of Canada Hamilton & District Chapter be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 5, 1990 to March 12, 1990, with the following message:

"Support the Kidney Foundation
Please Give Generously
March is Kidney Month"

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Kidney Foundation of Canada - Hamilton & District Chapter requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

AB/JKC:sw

12(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 30 January 1989
COMM FILE:
DEPT FILE: S610-03
S712-21
ID#00995D(36)

SUBJECT:

To Incorporate Certain Lands into
Queen Victoria Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate Part 18, Plan 62R-6257 into Queen Victoria Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Part 18 and it is necessary that this part be Incorporated into Queen Victoria Drive to provide access to and from a Subdivision abutting and to the west (commonly-known as Loconder Gardens) recently registered as Plan 62M-572.

HS:fd

12(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 January 30
COMM FILE:
DEPT FILE: S610-03
ID#0043D

SUBJECT:

To Incorporate certain City Lands into Loconder Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate the easterly 47.292m of PART 2 and all of PART 7 Plan 62R-6257 onto Loconder Drive.

G S Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamiton is the owner of all Parts 2 and 7 and it is necessary that the above-mentioned easterly 47.292m of PART 2 and all of Part 7 be Incorporated into Loconder Drive to provide access to and from a soon to be constructed Town House Development abutting and to the north of the paid PARTS.

HMS:jd

12(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 January 27
COMM FILE:
DEPT FILE: S708-42
S610-03
ID#0043D

SUBJECT:

To incorporate a portion of city owned lands into Rushdale Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare the necessary By-Law to incorporate part of Block 90, Plan 62M-488 into Rushdale Drive.

G. S. Spencer
Commissioner of Engineering

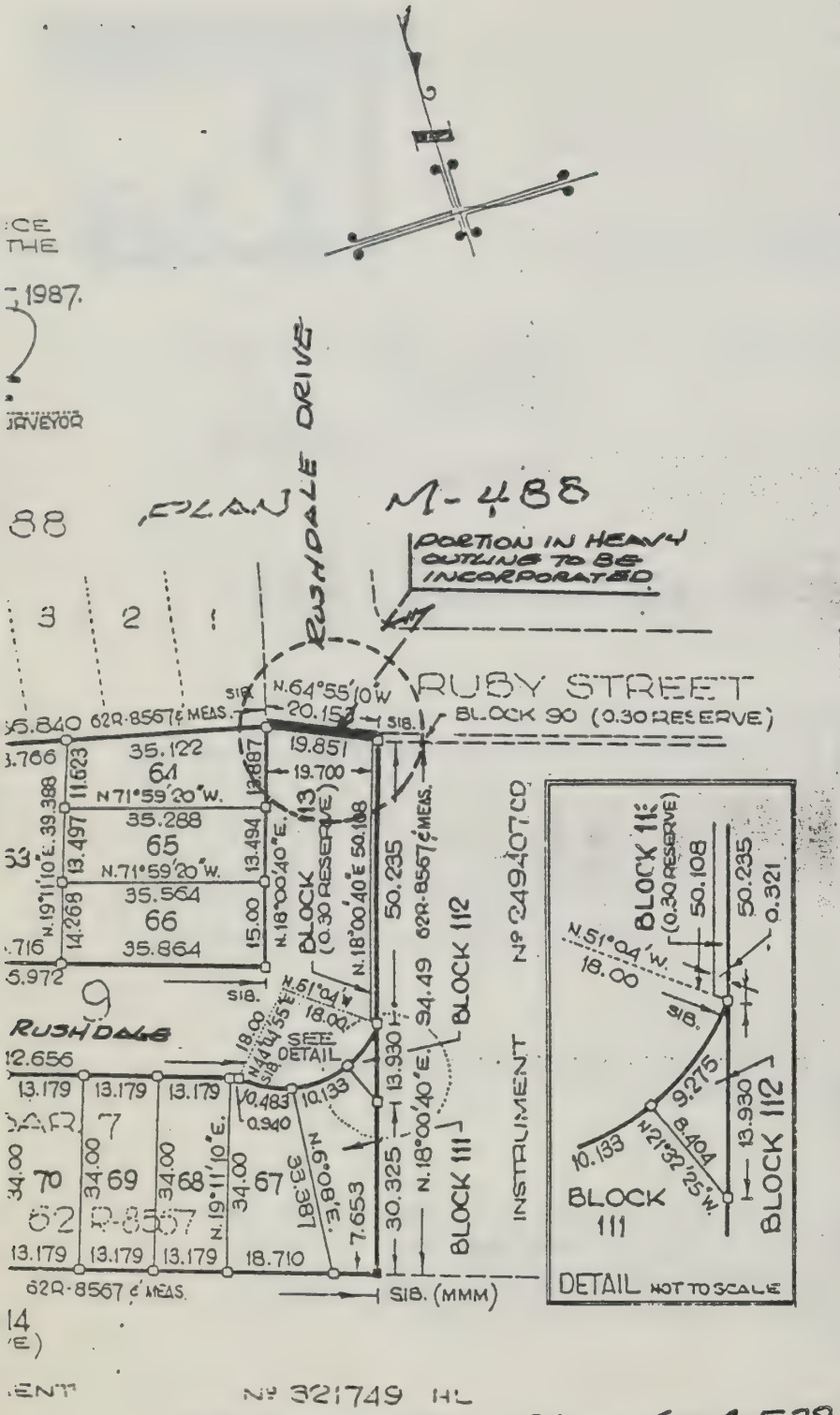
FINANCIAL IMPLICATIONS

All costs for services have paid to the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Block 90, Plan 62M-488 and it is necessary that the westerly 20.154m thereof be incorporated into Rushdale Drive to provide access to and from the said Plan 62M-488 and the subdivision to the south shown on Plan 62M-528.

HMS:jd



THIS PLAN COMPRISES:
PART OF PARCEL 9-13, SECTION BAR. 7
ALL OF PARCEL 9-3, SECTION BAR. 7(C)

APPROVED UNDER SECTION 50 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH THIS 4 DAY OF September 1987

REGIONAL CHAIRMAN
AUTHORIZED BY BY-LAW Nº 85-024

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

UNIT	ARC	CHORD	BEARING	RADIUS
8	4.712	4.242	N.26°53'55"W.	3.00
13	4.602	4.305	N.62°15'15"E.	3.00
17	5.325	5.687	N.11°53'15"W	6.00
	7.162	7.103	N.27°21'10"W	16.00
18	11.000	10.785	N.05°10'00"E.	16.00
19	13.000	12.645	N.48°08'20"E.	16.00
20	11.000	10.785	N.88°53'20"W	16.00
21	11.000	10.785	N.49°29'55"W	16.00
22	12.500	12.185	N.07°25'20"W.	16.00
23	8.489	8.390	N.30°09'30"E.	16.00
30	12.246	11.949	N.09°08'35"E.	16.00
31	12.000	11.721	N.52°33'20"E.	16.00
32	12.000	11.721	N.84°28'25"W.	16.00
33	5.598	5.570	N.52°57'50"W.	16.00
38	4.713	4.243	N.63°06'05"E.	3.00
39	4.712	4.242	N.26°53'55"W.	3.00
52	2.948	2.948	N.84°56'15"E.	100.117
53	14.541	14.528	N.89°56'30"E.	100.117
54	13.988	13.977	N.81°53'40"W.	100.117
55	12.368	12.360	N.74°21'10"W.	100.117
112	9.275	9.173	N.53°41'50"E	18.00
111	10.133	10.000	N.84°35'15"E.	18.00
67	10.483	10.335	N.62°36'15"W.	18.00
73	4.774	4.286	N.63°35'55"E.	3.00
74	4.651	4.199	N.26°24'05"W.	3.00
76	1.040	1.039	N.71°11'10"W.	80.00
77	13.449	13.433	N 76°22'30"W.	80.00
78	13.882	13.864	N.86°09'40"W.	80.00
79	6.664	6.662	N.86°28'50"E.	80.00
87	4.712	4.243	N 63°06'20"E.	3.00
88	4.712	4.243	N.26°53'40"W.	3.00
97	4.713	4.243	N.63°06'05"E.	3.00
109	4.674	4.216	N.26°32'20"W.	3.00
110	4.493	4.477	N.8°31'00"E.	15.240

ICE
THE
1987.
SURVEYOR

S CERTIFICATE
) CERTIFY THAT:
1 TO 109, BOTH INCLUSIVE, BLOCKS 110, 111 AND
REETS, NAMELY SOUTHPARK AVENUE, RANDOLF
, RUSHDALE DRIVE, REDMOND DRIVE AND
RT COURT AND THE 0.30 RESERVES, NAMELY
KS 113 TO 116, BOTH INCLUSIVE, HAVE BEEN LAID
ACCORDANCE WITH OUR INSTRUCTIONS.
TREETS ARE HEREBY DEDICATED TO THE CORPORATION
ITY OF HAMILTON AS PUBLIC HIGHWAYS.
E 25TH DAY OF AUGUST, 1987.
N GENERAL HOMES (1971) LTD.

SIDNEY W. WOODS INC.
ENGINEERS & SURVEYORS
HAMILTON ONTARIO

13(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 January 24
COMM FILE:
DEPT FILE: S718-29
I.D. 0246D(65)

SUBJECT

Additional Cost Sharing - "Rexford Gardens - Phase 2"
Subdivision Agreement, Hamilton

RECOMMENDATION

(a) That the City's share of the cost of curbs, sidewalks, final roads and grading and related services, as adopted by City Council on April 29, 1986 as Item 29 of Report 10-86 of the Transport and Environment Committee for "Rexford Gardens - Phase 2", be increased by $10,580 to $68,406; and,

(b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share, including the additional expenditures for this development, would be charged as follows:

Type of Work	Previously Approved Amount	Amounts Now Required
Sidewalks and Curbs	$ 6,238	$ 7,987
Final Roads and Grading	$18,193	$27,433
Catch Basins and Connections	$ 2,373	$ 2,849
Dead End Barricades	$ 452	$ 242
Sewers	$22,800	$21,598
Watermains	$ 6,270	$ 6,797
Street Lighting	$ 1,500	$ 1,500

BACKGROUND

Item 29 of Report 10-86 of the Transport and Environment Committee, as adopted by City Council on April 29, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the land. The present owners of the land are Abbotsford Homes Limited.

Cont'd...

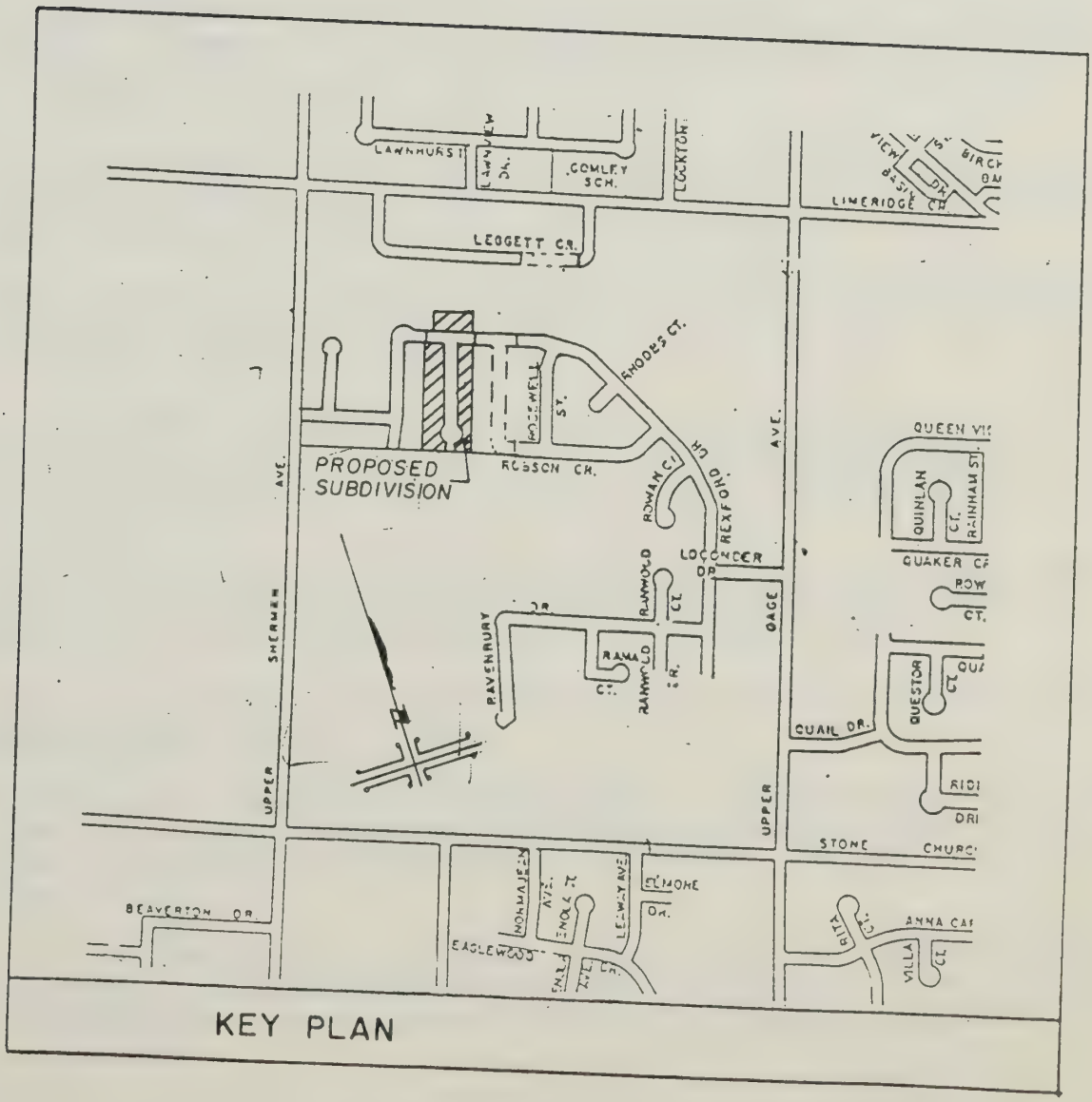
Cont'd...

For the Committee's information, the Additional Cost Sharing is required due to higher than anticipated tender unit prices and grading on City lands.

JNG:cab.

c.c. E. C. Matthews, City Treasurer Att: B. Hotrum
J. Schatz, Secretary, Executive Committee

REGIONAL HAMILTON



13(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 January 25
COMM FILE:
DEPT FILE: S708-54
I.D. 0246D(44)

SUBJECT

Plan of Subdivision for "HIGHRIDGE HILLS - STAGE 2", located east of Upper Sherman Avenue and south of Limeridge Road, in the Randall Neighbourhood, Hamilton

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services in "HIGHRIDGE HILLS - STAGE 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the Owner. These lands are located east of Upper Sherman Avenue and south of Limeridge Road, in the Randall Neighbourhood. The total estimated cost of services for this development is $602,146.00;

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Highridge Developments (Hamilton) Ltd.;

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered;

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing;

(e) That the City's share of the cost of services for the development ($34,044.39) be approved, and that the Co-ordinating Committee recommend the source of funding for this project; and,

(f) That the City Solicitor be authorized and directed to prepare the necessary By-Laws to:

i) incorporate the 0.3 m reserve, Block 111, Registered Plan No. 62M-583, into the Ashcroft Drive road allowance after the Plan of Subdivision for "Highridge Hills - Stage 2" has been registered;

ii) incorporate the 0.3 m reserve, Block 112, Registered Plan No. 62M-583, into the Rexford Drive road allowance after the Plan of Subdivision for "Highridge Hills - Stage 2" has been registered;

Cont'd...

Cont'd...

iii) incorporate part of the 0.3 m reserve, Block 84, on the subject plan, into the Rexford Drive road allowance after the Plan of Subdivision for "Highridge Hills - Stage 2" has been registered. (This part fronts Instrument No. 61630 H.L. only.);

iv) incorporate Parts 11 and 12, Plan No. 62R-9500, into the Rexford Drive road allowances after the Plan of Subdivision for "Highridge Hills - Stage 2" has been registered.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "HIGHRIDGE HILLS - STAGE 2" is as follows:

Type of Work	Amount to be Considered
Curbs and Walks	$ 8,502.64
Final Roads	$22,560.07
Catch Basins and Connections, including Subdrains	$ 1,896.58
Street Lighting	$ 1,085.10
Total City Share	$34,044.39

A portion of the City share ($14,275.34) is not recoverable. This is attributable to the use of extra strength asphalt on Rexford Drive.

The remaining portion ($19,769.15) is recoverable when the lands adjacent to the 0.3 m reserve is developed.

The estimated cost of the Subdivider's share of the City services is estimated to be $568,101.61.

For the Committee's information, sidewalks will not be installed on Avonmore Court, Ambridge Court and Attfield Place. This is in accordance with City Policy. The estimated cost savings to the Subdivider is approximately $35,500.00.

BACKGROUND

Clause 9(b) of the Eighth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on April 28, 1987, recommended that a Subdivision Agreement be entered into between

Cont'd...

Cont'd...

the City and the owners of the lands to be subdivided. The present owner of these lands is Highridge Developments (Hamilton) Ltd. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Surevey Plan, as prepared by Parker Consultants and Lawrence G. Woods respectively, have been submitted to Regional Engineering for approval.

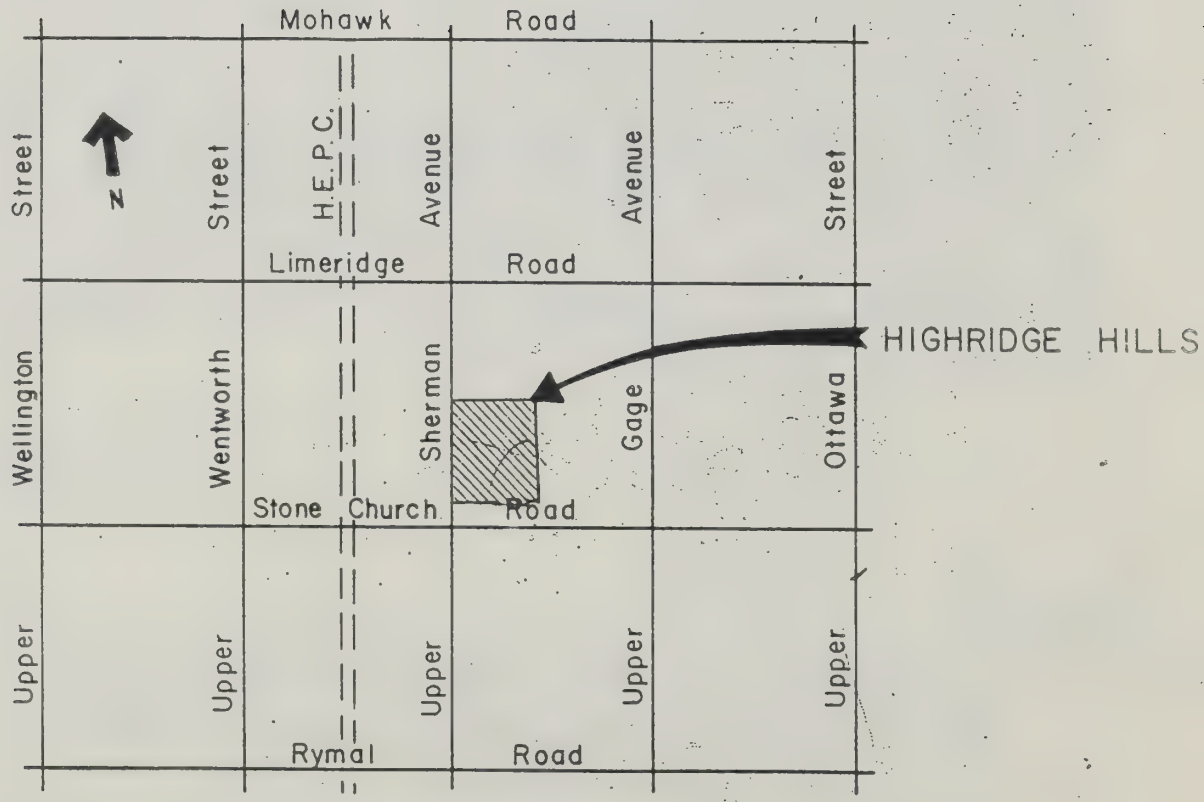
For the Committee's information, there are three 0.3 m reserves to be incorporated into their respective road allowances. They are Block 111 on Ashcroft Drive, and Block 112 on Rexford Drive, both on a Plan of Subdivision known as "Highridge Hills - Stage 1". These reserves are currently owned by the City and should be incorporated by By-Law after the plan for "HIGHRIDGE HILLS - STAGE 2" is registered.

Also, part of the 0.3 m reserve, Block 84, on Rexford Drive, should be incorporated into the Rexford Drive road allowance. This part fronts the parcel of land known as Instrument No. 61630 H.L only. The part fronting Part 5, Plan 62R-7859, shall remain intact.

Also, the City owns Parts 11 and 12 on Plan 62R-9500. These lands were transferred to the City under a previous development, and are to be incorporated into the Rexford Drive road allowance after the registration of the subject plan.

CAU:cab.
Encl.

c.c. J. Schatz, Secretary, Co-ordinating Committee
E. C. Matthews, City Treasurer Att: B. Hotrum
M. A. Chidley, Regional Surveyor
K. A. Rouff, City Solicitor



LOCATION PLAN

N.T.S.

13(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 January 25
COMM FILE: 3-11.4
DEPT FILE: S720-25
ID#0043D

SUBJECT:

Plan of subdivision for "TEMPLEMEAD NO. 2 SURVEY - PHASE 6", located east of Upper Gage Avenue and north of Rymal Road in the Templemead Neighbourhood, Hamilton.

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services in "Templemead No. 2 Survey - Phase 6, Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located east of Upper Gage Avenue and north of Rymal Road in the Templemead Neighbourhood.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owners, Seebeck Construction Company Limited and Robert Shelley Construction Limited.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

(e) That the City Solicitor be authorized and directed to prepare the By-Law(s) to incorporate the 0.3m reserves, Parts 2, 3, and 5, Plan 62R-9557 into their respective road allowance, Templemead Drive and Mount Pleasant Drive road allowance, following the registration of the plan of subdivision for Templemead No. 2 Survey - Phase 6.

(f) That the Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council Policy.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Cont'd...

FINANCIAL IMPLICATIONS

The subdivider will be paying for 100% of the cost of services to be installed at a estimated cost of $29,364.79.

BACKGROUND

The present owner of these lands are Seebeck Construction Company Limited and Robert Shelley Construction Limited. Copies of the Engineer's estimates of the cost of services Schedules "E", "F" and "G" and copies of the Final Survey Plan both as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of twenty-seven (27) lots for single family residential use.

For the Committee's information, the major portion of construction for roads, sidewalks and curbs etc. have been constructed under a previous development called "Templemead No. 1 Survey - Phase 2". Costs incurred by the City under that development are recoverable under the subject development.

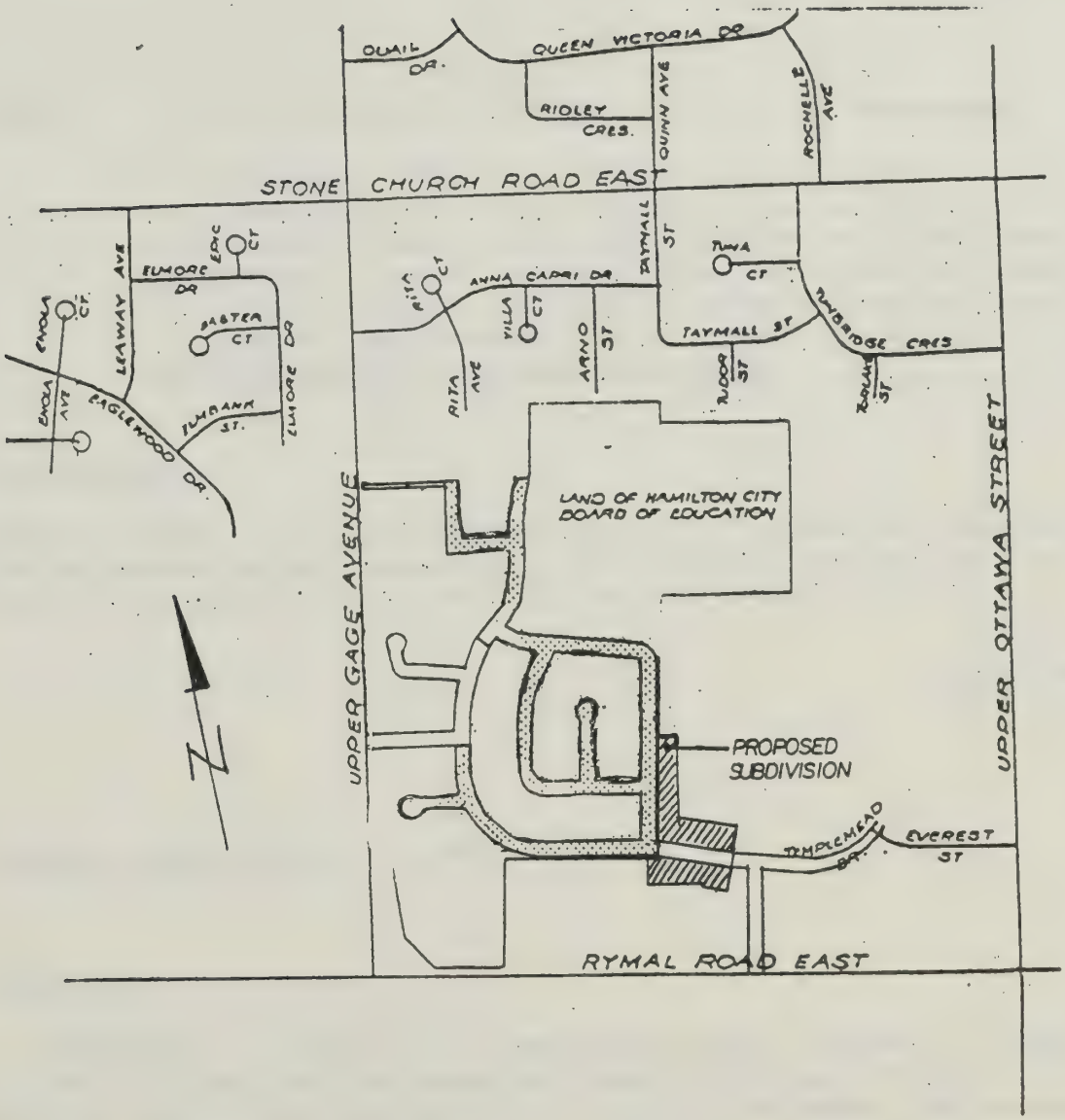
There are three 0.3m reserves currently owned by the City known as Parts 2, 3 and 5, Plan 62R-9557. These reserves are to be incorporated into the road allowance for Mount Pleasant Drive and Templemead Drive respectively.

Also, a portion of these lands (Lots 1 to 10 inclusive) are included in an "R-4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

The City Solicitor's Office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

CAU:jd
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. Matthew, City Treasurer Att: B. Hotrum
cc: M. A. Chidley, Regional Surveyor
cc: K. A. Rouff, City Solicitor


QUAIL DR.
QUEEN VICTORIA DR
RIDLEY CRES.
QUINN AVE
ROCHELLE AVE
STONE CHURCH ROAD EAST
TAYMALL ST
TUWA CT
ANNA CAPRI DR
RITA CT
RITA AVE
VILLA CT
ARNO ST
TAYMALL ST
TUDOR ST
TUDBRIDGE CRES
ZORAH ST
EPIC CT
ELMORE DR
LEAWAY AVE
BASTER CT
ELMORE DR
ENOLA CT
ENOLA AVE
EAGLEWOOD DR
ELMBANK ST.
LAND OF HAMILTON CITY BOARD OF EDUCATION
UPPER GAGE AVENUE
UPPER OTTAWA STREET
PROPOSED SUBDIVISION
TEMPLEMEAD DR.
EVEREST ST
RYMAL ROAD EAST
N

KEY PLAN

N.T.S.

14(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1989 January 23
COMM FILE:
DEPT FILE: 110-2.239

SUBJECT: By-law respecting construction of local improvements of:

1) Combined Sidewalk and Curb on the north side of Federal Street, from Berkindale Drive to approx. 38m easterly;
2) Finished Roadway, Combined Sidewalks and Curbs (both sides) on Federal Street, from Grays DRoad to approx. 48m westerly
3) Finished Roadway on Federal Stsreets from Berkindale Drive to approx. 40m easterly, as described in Schedule "A" thereto-

Total Estimated Gross Cost -$68,300.00

RECOMMENDATION:

That City Council enact the attached By-law on February 14, 1988 in accordance with the authorization contained in Item 1 of the 13th Report of the Executive Committee, adopted by City Council on June 23, 1987.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 23, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, October 15, 1987, the Ontario Municipal Board's Order No. E871018 was granted.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department Attn: Mr. L. Franco
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer Attn: Mr. Grant Keith
:sr
Att.

14(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 January 26
COMM FILE:
DEPT. FILE: 65-1.624

SUBJECT:

By-law to incorporate Reserve "B", Plan 943 into Forbes Street

RECOMMENDATION:

That City Council enact the attached by-law on February 14, 1989 in accordance with the authorization contained in the 8th Report of the Transport and Environment Committee, Item 19, adopted by City Council on May 10, 1988. (Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, February 6, 1989 at 2:00 p.m.).

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on May 10, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

TABLED FROM THE JAN. 23/89 MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

FOR ACTION

15(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(249)
I.D. 0246D(54)

SUBJECT

Proposed alley closure between Julian Avenue and Walter Avenue from Britannia Avenue to the east-west alley.

RECOMMENDATIONS

That the Committee review the request of the applicant, Mr. E. Felice of 231 Julian Avenue, whose property abuts the alley, to stop up and close the "north-south alley between Julian Avenue and Walter Avenue from Britannia to the east-west alley", and if the request is acceptable to your Committee, recommend the same, subject to the following:

(a) That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop up and close the north-south alley between Julian Avenue and Walter Avenue from Britannia Avenue to the east-west alley;

(b) That the City Solicitor be authorized and directed to prepare and register the necessary deeds in favour of the abutting owners under Section 57 of The Surveys Act, R.S.O. 1980;

(c) That the Commissioner of Engineering be authorized to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

(d) That documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

(e) That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

(f) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

Cont'd...

Cont'd...

(g) That the abutting owners provide a 1 m easement to Bell Canada with respect to their underground and/or aerial plant.

(h) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting onwers.

(i) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass a by-law.

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

ORIGIN

We have received a request from Mr. Eugenio Filice, an abutting owner, to close the above-mentioned alley, as shown on the attached drawing.

BACKGROUND

The present alley system in the block surrounded by Melvin Avenue, Brittannia Avenue, Walter Avenue and Julian Avenue runs north and south with no openings to any street. The alley is unassumed and parts have been illegally fenced off by abutting owners.

ANALYSIS

This Department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

(a) No objections were received from any municipal or public utility; however, Bell Canada would require an easement for their existing plant.

(b) Abutting owners: 7 in favour, 9 objections and 12 no opinion.

The status of this alley is public unassumed, and as such, it would have to be closed by Judge's Order.

For your information, the solicitor on behalf of the applicant is required to confirm that the affected owners have no objection to the closure. The granting of the Order is, of course, at the discretion of the Judge.

Cont'd...

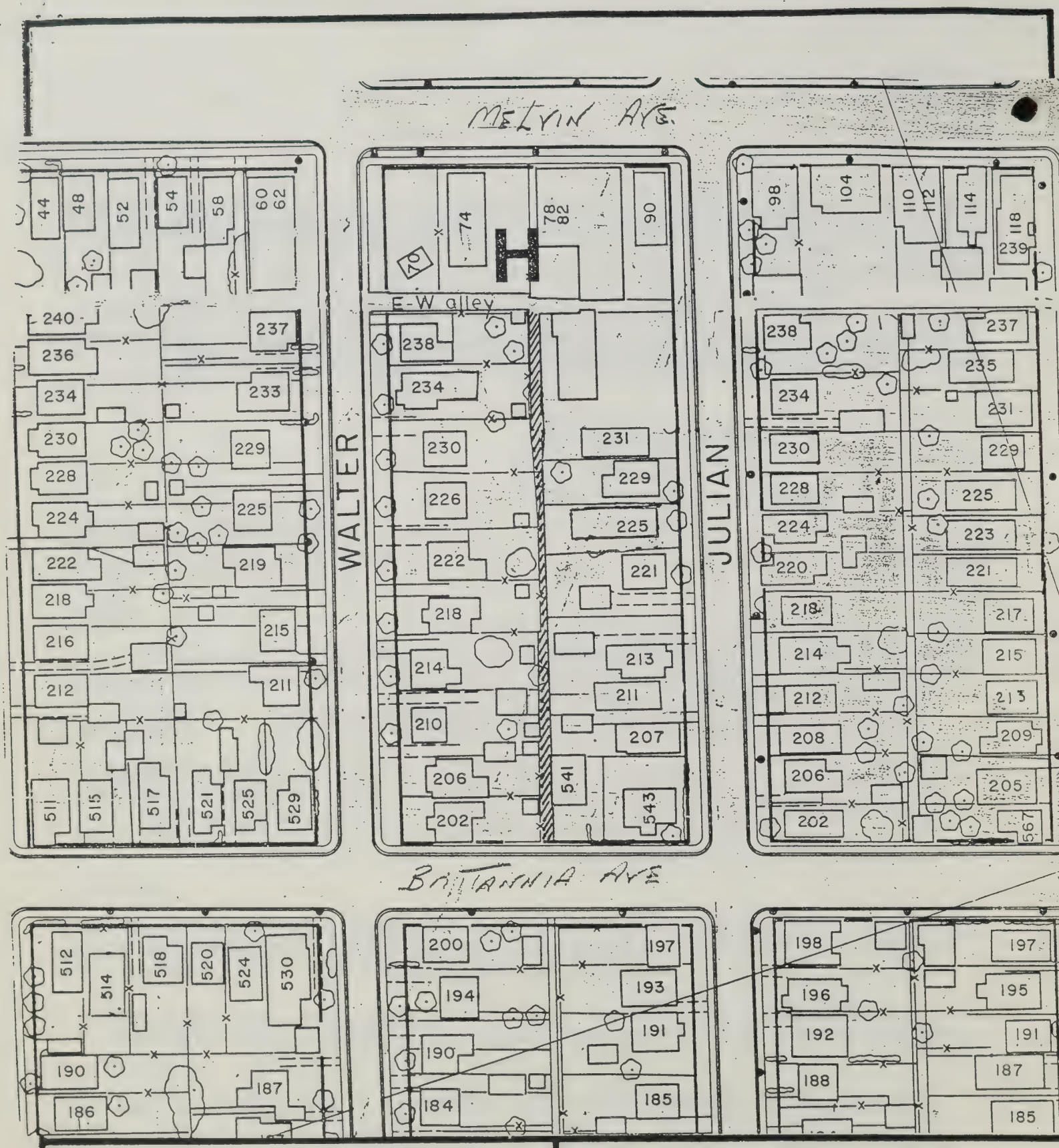
Cont'd...

Our present policy is not to make an application to the District Court Judge where there is an objection, since the City could be liable for the court costs of any objecting party, should the Judge decide against granting the Order.

However, in this instance, the alley has been physically closed for a number of years, and the applicant would like to legalize this closure. Therefore, we recommend that this closure request be approved.

JKC:cab.
Encl.

c.c. L. Farr, City Solicitor's Department
Alderman D. Christopherson
Alderman G. Copps
D. Vyce, Director, Property Department
Att: M. Watson, Manager, Real Estate Division



PROPOSED

ALLEY CLOSURE

LEGEND

proposed alley closure between Julian Ave. and Walter Ave from Britannia to the E-W alley

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.	T-103-03 (249)	

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

ID #0010D

ROAD ALLOWANCE CLOSURE APPLICATION FORM

Refer to File No.
Attention of
Your File No.

Applicants Name: EUGENIO FILICE

Address: 231 JULIAN AVE HAMILTON L8H5S2

Telephone No.: 544-9840

Date of Application: 88 08 15

Agents Name: AS ABOVE

Address:

Telephone No.:

Name of Proposed Road Allowance Closure: (NORMANHURST #105)

~~From~~: ALLEY ~~BRCF~~ BETWEEN JULIAN AVE & WALTER AVE

~~To~~: FROM BRITANNIA TO THE ~~EAST~~- WEST ALLEY

Please indicate in the space below your comments or reasons why you are applying for this closure.

ALLEY IS PRESENTLY CLOSED TO VEHICLES ANYWAY -

Please enclose your cheque for $217.00, payable to the Regional Treasurer with this application. In the event that your application for closure is withdrawn prior to Committee submission, $100 will be returned to the applicant.

No refund is provided after submission of application to the Committee.

Please contact the Engineering Planning Section at 526-4279 regarding this application.

$217.00 R-15836

TABLED FROM THE JAN. 23/89 MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

FOR INFORMATION

15(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DAT
COM

DEPT FILE:
ID#0043D (30)

SUBJECT:

West Park Avenue Drainage

BACKGROUND

The Secretary of the Committee has advised us that Alderman Cook has made arrangements for the builder of 2 houses on West Ave. to appear before the Transport & Environment Committee concerning the drainage at West Park Ave. The following information is submitted for your information.

West Park Avenue was established in the Fifties by the registration of Plan #904. All of the land except for the north end was developed at that time. The north end was not developed because it was lower than the sewers on Sanders Boulevard (formerly King St.).

Sporadic attempts to develop these lands or sell them to the City or McMaster took place over the following 20 years and a number of reports were submitted to the Engineering Services Committee and its predecessor. Many different versions to service the lands were considered. In the end, approximately 4 years ago, the City agreed to close up part of West Park Ave. sell it to the abutting land owner, rearrange the lay-out of the original lot lines, discharge an old easement, accept a new drainage easement, and construct a turn-around at the end of West Park Ave., all of it at the abutting land owner's cost.

The end result of the above was 4 new houses and the addition of a few metre of pavement to the old West Park Ave.

The drainage from the north end of West Park Avenue was to run in a swale along the new easement shown as Part 2, 3 and 10 on the attached plan. This was recommended and approved on this basis because the water had been running this way for 20 years, would be relative inexpensive to build, and avoid undesireable construction on the slope to the north-west of the easement. Such an arrangement is not uncommon in the City of Hamilton and there is a similar court just to the east of West Park Ave.

Cont'd.....

WEST AVENUE DRAINAGE

Cont'd....

Subsequent to the above being all approved by City Council and finalized. Mr. S. Paikin who had been the owner of the lands during the 20 or so years sold the 4 lots as building lots.

Recently at the request of Alderman Cook a meeting was held at the site with the Alderman, the Builder, and Mr. Brenner. It was found that the Builder has ignored the above described drainage arrangement and has graded the land and constructed driveways without respect to drainage and not made alternate provisions either. The situation is not good now but could be improved by the construction of a catch-basin or the regrading of the land in the vicinity of the easement over Parts 2, 3 and 10.

It is the staff's opinion that the present land owner and/or builder should undertake these works or pay for them.

G. S. Spencer
Commissioner of Engineering

KB:eb

Part of

INST. No 324128 H.L. (SECONDLY)

62R-7497

PART 10

PART 5

EASEMENT 'A' R.P. 3.04

INST. No 222708 N.S.

PART 4

PART 7

PART 8

PART 9

PART 1

PART 2

PART 3

PLAN 62R-5483

INST. No 1808848 S.

LOT 18

LOT 40

LOT 41

CONCESSION 1, TOWNSHIP OF ANCASTER

LANDS OF HYDRO

INST. No 253268 ANC.

85.03' (plan) 85.00' (meas)

70.03' 70.00'

15.00' N02°55'50"W (set)

85.00' 85.03' N87°48'30"E (plan) N87°49'55"E (set)

S.I.B. (Wit)

15.00' N02°57'25"W (set) 15.00' N03°00'00"W (plan)

163.04' 163.19' N87°48'30"E (plan) N87°49'55"E (meas)

71.19'

I.B.

92.00'

85.04' N87°49'55"E (set)

100.00' N87°48'30"E (plan)

N03°00'00"W N02°55'50"W

11.43' N02°55'50"W (meas)

15.00' N87°49'55"E (set)

2.97' (set) I.B. (Wit)

7.31' (set)

134.46'

146.23'

146.23'

N46°07'15"W (meas)

N46°07'15"W (meas)

128.51' N14°19'38"E (meas)

134.96' N47°12'05"E

270.17' 269.99'

174.68' (meas)

6.95' (set)

(set) 26.05' I.B. 33.01' (meas) S.I.B. (1243)

S.I.B. (1243) (Wit) 66.01' N87°48'30"E (meas)

(set) 7.31'

30.00' (set)

(set) N02°57'25"W 30.00'

66.01' (set)

I.B. (1243) 125.20' (meas)

191.21' N87°48'30"E

(plan & meas)

69.69' (meas) N02°57'25"W N03°00'00"W

S.I.B. (bent) 7.7 Rail

Part of Part


A/S-395
Subject Area
A/S-395
A
B
C
C
E
H
H
CITY LIMITS
CITY LIMITS
Credit River
BUNKLEY DR.
SANDERS BOULEVARD
SANDERS BOULEVARD
DALEWOOD
KINGSWOOD STREET
KINGSWOOD STREET
NORFOLK STREET
NORFOLK STREET
MAIN STREET WEST
MAIN STREET WEST
OSLER DRIVE
CAIN ROAD
BELLE RANGE ROAD
RAILWAY

THE CORPORATION OF THE

City Hall, 71 Main Street West, Hamilton, C

1989 February 16

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 February 20
1:00 o'clock p.m.
Room 219, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: The Transport and Environment Committee meeting scheduled for 2:00 o'clock p.m. is rescheduled to 1:00 o'clock p.m.

AGENDA:

1. Minutes of the Monday, January 31, 1989 and Monday, February 06, 1989 meetings of the Transport and Environment Committee

DIRECTOR OF PUBLIC WORKS

2. Recycling Christmas Trees

3. Delivery of Potable Water for residents of Ward 6 - Alderman T. Jackson

DIRECTOR OF PROPERTY

4. Purchase by the City of the southerly portion of 1368 Upper Wellington Street

CITY SOLICITOR

5. Garbage Collection Agreement - 337 East 42nd Street Tonoga Limited

6. Expropriation of Part of Lot 3, Concession 6, Township of Barton for Kingsberry Gardens, Phase 4

7. Expropriation of Part of Lot 14, Concession 8 in the geographic Township of Barton Property known municipally as Part of 1477 Upper James Street

8. Poulette Street Bridge - Mileage 38.5 Waterford Subdivision - Canadian Pacific Limited

COMMISSIONER OF ENGINEERING

9. Rondar Inc. Decontamination of Low Level PCB Transfer Oil

10. Inadvertent Encroachment Agreement - 121 King Street East

DIRECTOR OF TRAFFIC

11. **Parking Regulations**

    (a) East leg of Clifton Downs Road, south of Bonaventure Drive

    (b) Emerald Street South between Main Street East and King Street East

    (c) North Side of Peter Street between Locke Street and Pearl Street

    (d) North side of Sanders Boulevard, east of Daleview Court

12. **Intersection Control**

    (a) Intersections of Boston Crescent and Birchcliffe Crescent

    (b) Intersection of King Street West and Bond Street

13. **Request for Reserved Permit Parking Spaces for Handicapped Residents**

    (a) No. 20 Crestwood Drive

    (b) 428 Dundurn Street South

14. Discharge of Residential Boulevard Parking Agreement - 21 Cambridge Avenue

15. Kingfisher Drive at Curlew Avenue - Bus Stop Relocation

16. Neighbourhood Watch Program for the Hamilton Beach Neighbourhood

17. Consolidations of various City of Hamilton By-laws in conjunction with Part II of the Provincial Offences Act

KEEP HAMILTON CLEAN CITIZENS COMMITTEE

18. Disposal of Bulk Items, Tires and Cardboard

BILL

19. Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys

BUDGET - 1989

20. 1989 Budget Estimates - Public Works

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Poulette & Ray Street Bridge	Dec. 5/88	Mr. Spencer	Report to follow
4.	Parking Regulations - Cochrane Road	Dec. 5/88	Alderman Agostino	Awaiting further notice from Ald. Agostino
5.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return resident

1.

Tuesday, January 31, 1989
7:00 o'clock p.m
Room 233, City Hall

The Transport and Environment Committee met in Special Session to hear a submission to the National Transportation Agency relative to CP's proposed abandonment of the Waterford Subdivision Rail Line between Hamilton and Brantford and Brantford and Simcoe, as prepared by the City Solicitor's Department.

There were present: Alderman H. Merling, Chairman
Alderman T. Cooke
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also Present: Mr. L. Sage, Chief Administrative Officer
Mr. K. A. Rouff, City Solicitor
Mr. B. Loreto, City Solicitor's Department
Mr. M. Main, Director of Traffic

Regrets: Mayor R. Morrow (Civic)
Alderman V. Agro (Civic)
Alderman D. Drury (Civic)
Alderman D. Christopherson (Civic)

National Transportation Agency - CP's proposed abandonment of the Waterford Subdivision Rail Line between Hamilton and Brantford and Simcoe

After considerable discussion the Committee approved the following recommendation of the City Solicitor:

That the National Transportation Agency be advised that:

(a) The proposed abandonment of the operation of the railway lines between Hamilton and Brantford and between Brantford and Simcoe may be contrary to paragraph 6 of the Minutes of Settlement executed between The Corporation of the City of Hamilton, The Toronto, Hamilton and Buffalo Railway Company and Canadian Pacific Limited on May 1st, 1986;

(b) If the Agency decides to make an Order for the abandonment of the operation of these railway lines, such Order be made on the condition that:

i. the overall level of freight rail service that Canadian Pacific provides to and from the City, in no way, be diminished now and in the future, and

ii. if the need should arise in the foreseeable future, Canadian Pacific be required, at its own expense,

- to re-establish these railway lines, or

- if this is not possible, to provide the City with comparable, efficient and effective alternative railway service.

NOTE: On January 27th, 1989 staff was notified, by fax, by the National Transportation Agency that the Agency has made a determination of the actual losses incurred by Canadian Pacific Limited in the operation of the railway lines between Hamilton and Brantford and between Brantford and Simcoe. At the same time the Agency advised us that the City had seven days in which to make further submissions on Canadian Pacific's pending abandonment applications before the Agency will proceed with them.

After reviewing these applications, and considering the submissions of City staff, the correspondences with the National Transportation Agency, the presentation of Canadian Pacific before the Transport and Environment Committee and the Minutes of Settlement with Canadian Pacific, staff has come to the following conclusions.

First, it is in the best interests of the City to advise the National Transportation Agency that the proposed abandonments may contravene the agreement made with the City by Canadian Pacific to provide freight rail service to and from the City. This agreement is contained in paragraph 6 of the Minutes of Settlement executed between the City, The Toronto, Hamilton and Buffalo Railway Company and Canadian Pacific on May 1st, 1986. That contractual obligation is a matter that the Agency should be asked to consider in determining whether the continued operation of these railway lines is required in the public interest. Also, it is imperative that Canadian Pacific be reminded, at every opportunity, of this important obligation. The consequences of allowing Canadian Pacific to ignore it would be devastating to both present and future industries and businesses in the City. In addition, in the event of future litigation to enforce this obligation, the City's prior efforts to resist any attempt by Canadian Pacific to reduce its railway service to and from the area would be a material consideration in the determination of the outcome of that litigation.

Second, it is in the best interests of the City to further advise the National Transportation Agency that, if the Agency, despite the City's objection, decides to approve Canadian Pacific's applications, then its Order should be made conditional on the understanding that (1) Canadian Pacific's overall freight rail service to and from the City will not be lessened and (2), if the need should arise in the foreseeable future, Canadian Pacific will be required, at its own expense, (a) to re-instate these abandoned railway lines, or (b), if this is not possible, to provide comparable alternative railway service. In the opinion of staff, these conditions provide the City with the greatest protection at the least cost.

In this regard it should always be remembered that, given the strategic position of the City of Hamilton in relation to the Hamilton-Wentworth Region and the Niagara Peninsula, the question of transportation is of paramount importance to the continuing prosperity and future development of the area. So while there may not be the present demand for the freight service provided by these railway lines, as claimed by Canadian Pacific, it is conceivable that conditions might change in the near future. If this were to occur, the City would have no assurance that the abandoned railway service would be revived or, if it could not, an alterative railway service would be established. To protect the economic interests of its citizens, industries and businesses, the City must have such assurance.

Adjournment

There being no further business, the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Monday, February 06, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman B. Hinkley
Mr. J. Pavelka, Director of Public Works
Mr. T. Gill, Director of Engineering Planning
Mr. M. Watson, Property Department
Mr. M. Main, Director of Traffic
Mrs. D. Buist, Hamilton-Wentworth Regional Police
Miss S. Wilson, Hamilton Board of Education

The Committee approved the minutes of the Monday, January 23, 1989 meeting of the Transport and Environment Committee as circulated.

Supply and Delivery of Top Soils during 1989

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Top Soils during 1989:

That a purchase order be issued to G. F. Mason Excavating Ltd., Fruitland for the supply and delivery of Top Soils as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Shredded Top Soil	$10.00 per yard
Shredded Manure	11.00 per yard
Regular Top Soil	8.50 per yard
Rotted Manure	10.30 per yard

NOTE: Lowest of two (2) tenders received. Funds provided in Various Accounts.

Fee for the Maintenance of Banner Poles and the Installation of Banners over Main Street

The Committee approved the following recommendation of the Director of Public Works respecting the Fee for the Maintenance of Banner Poles and the Installation of Banners over Main Street:

That the fee for the maintenance of banner poles and the installation of banners over Main Street be increased from $150 to $160.

NOTE: Last year, the cost for changing the banners over Main Street was reviewed and upgraded from $125 to $150.

At that time, no provision was included to recover a portion of the capital cost for the banner poles or the anchor cables. Recently, it has come to staff's attention that the banner poles will have to be replaced in approximately 10 years due to metal fatigue. As well, the constant stress and vibration will require the replacement of the anchor cables every three years.

Parking Regulations

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

(a) That a "One Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on both sides of Green Meadow Road between Queensdale Avenue East and Everton Place; and

(b) That a "One Hour Parking Time Limit, 9:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the west side of Columbia Drive between Delmar Drive and a point 52 feet south of the northerly end of the Street; and

(c) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on both sides of Simcoe Street West between MacNab Street North and Bay Street North; and

(d) That parking be prohibited on the north side of Franklin Road between Upper Wentworth Street and East 24th Street; and

(e) That City Traffic By-law 66-100 be amended accordingly.

It was moved by Alderman Drury seconded by Alderman Agro:

(a) That a School Traffic Officer be assigned to the intersection of Wentworth Street and Delaware Avenue.

(b) That the Finance Committee be requested to recommend the method of financing in the amount of $6 882 annually.

School Traffic Officer - Highridge Avenue and Rox Street

With respect to a request for a School Traffic Officer at the intersection of Highridge Avenue and Rox Street, the Committee approved the following recommendation of the Director of Traffic Services:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Highridge Avenue and Rox Street at this time.

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

(a) That northbound traffic on Glen Valley Drive be required to stop for eastbound and westbound traffic on Country Club Drive; and

(b) That the existing yield sign for eastbound traffic on Head Street at Strathcona Avenue North be replaced with a stop sign; and

(c) That the existing yield signs for eastbound and westbound traffic on Florence Street at Strathcona Avenue North be replaced with stop signs; and

(d) That the existing yield sign for eastbound traffic on Tom Street at Strathcona Avenue North be replaced with a stop sign; and

(e) That three-way stop control be implemented at the intersection of Lamoreux Street and Strathcona Avenue North; and

(f) That northbound and southbound traffic on Locke Street South be required to stop at Charlton Avenue West such that the intersection would be controlled by a three-way stop; and

(g) That the overhead flashing light be removed from the intersection of Charlton Avenue West and Locke Street South; and

(h) That City Traffic By-law 66-100 be amended accordingly.

Request for a Commercial Vehicle Loading Zone

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request for a Commercial Vehicle Loading Zone:

(a) That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 12:00 noon, Monday to Friday" regulation be implemented on the west side of Catharine Street South, commencing at a point 77 feet south of Young Street and extending to a point 40 feet southerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Appointment of By-law Enforcement Officers

The Committee approved the following recommendation of the Director of Traffic Services respecting the Appointment of By-law Enforcement Officers:

That the previous list of personnel appointed as By-law Enforcement Officers for the City of Hamilton be revised:

by adding the following names:

- John H. Deeley
- William D. Christensen
- Jeffrey D. Danby
- Paul L. Brown
- James L. Adkins
- Joseph W. Mathieson
- Louis J. Angeline
- Judith Berestecki

and by deleting the following names:

- Gordon J. Henderson
- Brian A. Bishop
- John J. DeMois
- Onelio L. Maragno
- Ernest F. Squires
- Eric L. Laycock
- Victor C. Anderson
- Kenneth Edgar

Removal of Parking Meter

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of a Parking Meter:

(a) That a "No Parking" regulation be implemented on the north side of Brucedale Avenue between Millen Avenue and a point 56 feet west; and

(b) That City Traffic By-law 66-100 be amended accordingly.

School Bus Loading Zone

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Bus Loading Zone:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Sussex Street commencing at a point 52 feet west of Emerson Street and extending to a point 166 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Banner Display Applications

The Committee approved the following Banner Display Applications:

(a) That the "Call B.U.D. Committee" be permitted to display a promotional banner across Main Street West in front of City Hall, from April 3, 1989 to April 10, 1989, subject to the policy guidelines and conditions approved by Council on October 29, 1988, September 30, 1988 and January 13, 1987, with the following message:

"BEFORE YOU DIG, CALL B.U.D. 527-7977"

(b) That the Citizen Action Group be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 27, 1989 to December 4, 1989, with the following message:

"OLDER WORKER WEEK
HAMILTON HELP CENTRE"

(c) That the Leeds of Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 1, 1990 to January 8, 1990, with the following message:

"LEEDS BRIDAL SHOW '90
HAMILTON CONVENTION CENTRE
JANUARY 9 & 10, 1990"

NOTE: Alderman Agostino wished to be recorded as being opposed to this motion

(d) That the Hamilton and District Extent-A-Family be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, July 17, 1989 to July 24, 1989, with the following message:

"SHARE A SPECIAL FRIENDSHIP
HAMILTON EXTEND-A-FAMILY 529-7484"

(e) That the Hamilton and District Extend-A-Family be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, September 17, 1990 to September 24, 1990, with the following message:

"SHARE A SPECIAL FRIENDSHIP
HAMILTON EXTEND-A-FAMILY 529-7484"

(f) That the Art Gallery of Hamilton Volunteer Committee be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 5, 1990 to November 12, 1990, with the following message:

"ART GALLERY FAIR
X-MAS AT THE GALLERY"

(g) That the Kidney Foundation of Canada Hamilton & District Chapter be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 5, 1990, to March 12, 1990 with the following messages:

"SUPPORT THE KIDNEY FOUNDATION
PLEASE GIVE GENEROUSLY
MARCH IS KIDNEY MONTH"

Incorporation of Lands into Queen Victoria Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Lands into Queen Victoria Drive:

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate Part 18, Plan 62R-6257 into Queen Victoria Drive.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

The City of Hamilton is the owner of Part 18 and it is necessary that this part be Incorporated into Queen Victoria Drive to provide access to and from a Subdivision abutting and to the west (commonly known as Loconder Gardens) recently registered as Plan 62M-572.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Lands into Loconder Drive:

Incorporation of Lands into Loconder Drive

That the City Solicitor be authorized and directed to prepare a By-law to Incorporate the easterly 47.292m of Part 2 and all of Part 7 Plan 62R-6257 onto Loconder Drive.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

The City of Hamilton is the owner of all Parts 2 and 7 and it is necessary that the above-mentioned easterly 47.292m of PART 2 and all of Part 7 be Incorporated into Loconder Drive to provide access to and from a soon to be constructed Town House Development abutting and to the north of the said PARTS.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of a Portion of City owned Land into Rushdale Drive:

Incorporation of a Portion of City owned Lands into Rushdale Drive

That the City Solicitor be authorized and directed to prepare the necessary By-law to incorporate part of Block 90, Plan 62M-488 into Rushdale Drive.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

The City of Hamilton is the owner of all of Block 90, Plan 62M-488 and it is necessary that the westerly 20.154m thereof be incorporated into Rushdale Drive to provide access to and from the said Plan 62M-488 and the subdivision to the south shown on Plan 62M-528.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Additional Cost Sharing for Rexford Gardens - Phase 2, Subdivision Agreement, Hamilton:

Additional Cost Sharing for Rexford Gardens - Phase 2, Subdivision Agreement, Hamilton

(a) That the City share of the cost of curbs, sidewalks, final roads and grading and related services, as adopted by City Council on April 29, 1986 as Item 29 of the Tenth Report of the Transport and Environment Committee for "Rexford Gardens - Phase 2", be increased by $10 580 to $68 406; and

(b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

NOTE: For Council's information, the Additional Cost Sharing is required due to higher than anticipated tender unit prices and grading on City lands.

The Committee approved the recommendation of the Commissioner of Engineering, as outlined in his report dated January 25, 1989, File No. S708-54 respecting a Plan of Subdivision for Highridge Hills - Stage 2, located East of Upper Sherman Avenue and South of Limeridge Road in the Randall Neighbourhood, Hamilton.

Subdivision Agreement - Highridge Hill - Stage 2

The Committee approved the recommendation of the Commissioner of Engineering, outlined in his report dated January 25, 1989, File No. S720-25, respecting a Plan of Subdivision for Templemead No. 2 Survey - Phase 6, located East of Upper Gage Avenue and North of Rymal Road in the Templmead Neighbourhood, Hamilton.

Subdivision Agreement - Templemead No. 2 Survey - Phase 6

Alderman Cooke requested that a delegation regarding Ray's Place Restaurant on Dundurn Street be added to the next agenda of the Transport and Environment Committee.

Ray's Place Restaurant

Remove "No Parking" signs on the north side of Barton Street between Queen and Ray Streets

With respect to an added traffic item, it was moved by Alderman Cooke seconded by Alderman Ross:

That the Director of Traffic Services be authorized to temporarily cover or remove the "No Parking" signs on the north side of Barton Street between Queen and Ray Streets.

NOTE: Staff has been directed to report back to the Transport and Environment Committee on parking conditions in this area, after one month.

Bills

The following Bills were introduced:

(a) By-law respecting construction of local improvements of:

i. Combined Sidewalk and Curb on the north side of Federal Street, from Berkindale Drive to approx. 38m easterly;
ii. Finished Roadway, combined Sidewalks and Curbs (both sides) on Federal Street, from Grays Road to approx. 48m westerly
iii. Finished Roadway on Federal Streets from Berkindale Drive to approx. 40m easterly, total estimated cost - $68 300.

(b) By-law to incorporate Reserve "B", Plan 943 into Forbes Street

Delegations

The Committee met at 3:00 o'clock p.m. to hear delegations.

Alley Closure - Julian Avenue and Walter Avenue from Britannia Avenue to the east-west Alley

With respect to the proposed Alley Closure between Julian Avenue and Walter Avenue from Britannia Avenue to the east-west Alley, the following residents appeared in opposition:

Mr. Newton - 230 Walter Avenue North
Mr. Semcovich - 543 Britannia Avenue
Mr. Austin - 229 Julian Avenue
Mr. Lysich - 78 Melvin
Mrs. Ritchie - 226 Walter Avenue North
Mr. Hay - 238 Walter Avenue North
Mr. Viotto - 234 Walter Avenue North

Mr. Felice of 231 Julian was the petitioner in favour of the alley closure and felt that some of the neighbours behind his property had assumed more of their half of the alley then they were entitled to.

After considerable discussion it was moved by Alderman Christopherson seconded by Alderman Cooke that no action be taken on the request to close the alley until such time as a majority of the residents came forward in favour. Carried.

Storm Water Drainage - tabled

An item respecting Storm Water Drainage was tabled to a future meeting due to the fact that the petitioner, Mr. Sardo, was away and unavailable to attend.

Adjournment

There being no further business, the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 February 3
COMM FILE:
DEPT FILE: 89-2000D

SUBJECT: Recycling Christmas Trees

RECOMMENDATION:

That the Public Works Department annually endeavour to make Arrangements with the Royal Botanical Gardens to recycle Christmas trees rather than hauling the Christmas trees to SWARU for incineration.

J. G. Pavelka
J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

An expenditure of approximately $4,000 will be required to supply a garbage compactor and the operator for a two-week period.

BACKGROUND:

This past Christmas, the Public Works Department and the Royal Botanical Gardens recycled over 4,000 Christmas trees during the two weeks after Christmas. Rather than incinerating the Christmas trees at SWARU, after the refuse was dumped at SWARU, the Christmas trees were removed from the garbage and hauled to the Royal Botanical Gardens.

At the Royal Botanical Gardens the branches from the Christmas trees were removed, then used to cover the flower beds to better insulate the flower beds from the extreme cold, particularly if there is no blanket of snow to act as insulation. After this use, the branches will ultimately be put through a chipper and mulched. This mulched organic material on the flower beds breaks down reasonably quickly adding humus and nutrients to the soil.

In addition to reusing the Christmas trees, a by-product of this recycling exercise is to slightly improve the operations at SWARU. Because many of the Christmas trees are still pliable, it is not unusual that the feeders at SWARU get gummed up with trees. With the trees eliminated from the process, this problem is eliminated.

Working cooperatively, the Royal Botanical Gardens provided two staff members to remove the Christmas trees from the commingled household garbage. These trees were then loaded into a City garbage compactor and ultimately unloaded at the Royal Botanical Gardens. The Public Works Department contributed the use of the garbage compactor and the driver for the two weeks, January 3 to 6 and January 9 to 13, 1989.

1 LOADER DRIVER 9 DAYS @ $22.00/HR.	$1,584.00
1 GARBAGE COMPACTOR 9 DAYS @ $31.25/HR.	$2,250.00
	$3,834.00

The cost of $3,834 that the City's Public Works Department incurred was charged to Account No. 0350-1097, Third Sector Recycling.

Attached is a copy of the story that appeared in the Hamilton Spectator on Saturday, December 24, 1988 outlining this Christmas tree recycling project to the public.

JGP:jh
Attch.

c.c. D. Lobo, Manager of Streets and Sanitation

c.c. Royal Botanical Gardens
Box 399
Hamilton, Ontario
L8N 3H8
Att: Mr. A. Paterson, Director

RBG giving city's Christmas trees a shot at immortality

Gardens wants all the trees it can get

By JANE COUTTS
The Spectator

THIS YEAR, Hamilton Christmas trees will live again.

Until now, the life of the Christmas tree has not been an easy one.

Cut off in their prime, they cling for a few short — though glorious — days to centre stage, beautifully dressed, adored and the focus of the season.

But all too soon, dried out and drooping, getting brittle in their old age, they're consigned to the curbside.

Oh, there's always been a few have found a second career as prickly backyard forts or kindling for apres-ski fires in January.

But most trees know the New Year will bring them nothing but a final trip to the nearest dump or incinerator.

It's been a practice hard on the trees, hard on the kids who loved them — and hard on the dumps and incinerators that had to accommodate the tawdry remains.

However, in Hamilton things have changed. This year, the trees will be given the chance of a little bit of immortality in what might be regarded as tree paradise — the Royal Botanical Gardens.

Joe Pavelka, the director of public works, has worked out a scheme to send all the Christmas trees collected by the city's garbage trucks to the RBG.

"This year, we've organized a recycling project — the RBG wants all the trees we can give them," he said.

The trees will be collected with regular garbage pickup, in either the first or the second week of Christmas, Mr. Pavelka explained.

Then, with all the city's garbage, they'll be taken to SWARU, the regional incinerator. But instead of being burned, the trees will be pulled out of the normal garbage with long hooks, put back in the garbage trucks and delivered the RBG.

"I've no idea how many trees we collect but it's literally thousands," Mr. Pavelka said.

"And not only are we recycling, but we're helping SWARU because the trees aren't completely dry — they're still pliable and they actually can gum up the mechanism at SWARU. It's a nice solution for everybody."

Mr. Pavelka is pleased with the scheme, which shouldn't cost much — Tricil, the company that operates SWARU, is providing the workers to sort out the trees — and will do something for the environment as well.

"It's a very small part compared to what we should be doing with recycling, but as long as we keep trying, someday we'll crack that nut," he said.

Allen Paterson, executive director of the RBG, says the trees will actually have two more incarnations.

"First, they live again on the iris beds just as branches to keep the iris safe if we get a really bitter end of January/early February," he said.

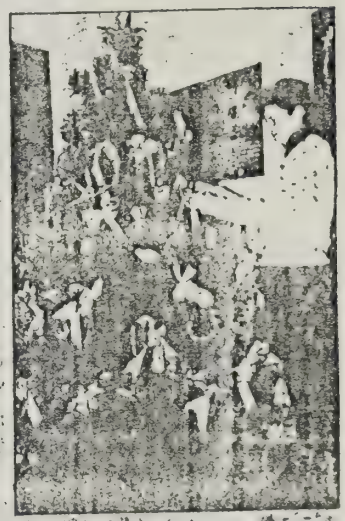
"Then we put them through the chipper to use as mulch. If you put any organic material down on the beds, as it breaks down it adds humus and nutrients to the soil," he explained.

The RBG's Christmas trees, like everything else organic at the gardens, will be recycled, too.

"We never waste any organic matter of any sort," Mr. Paterson said.

So the Christmas tree that's adding beauty to your living room right now will be doing its bit to nourish the beauty of the RBG this summer and in years to come.

It may be the first time Christmas trees have been able to give gifts — instead of just standing guard over them.



Virgina Hazspuces up a tree.

SAT. DEC. 24/88

3.

FOR INFORMATION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 February 16
COMM FILE:
DEPT FILE: 89-5096

SUBJECT: **Delivery of Potable Water**

J. G. Pavelka
J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

BACKGROUND:

Subsequent to City Council approving discontinuing the delivery of potable water, at its meeting held on January 31, 1989, concern was expressed by Ward Aldermen J. Smith and T. Jackson on behalf of those residents in Ward 6 who were no longer going to receive this service.

Of particular concern to the residents is that they are of the opinion that the City of Hamilton was supplying potable water because problems with the wells in this area appeared to coincide with the City of Hamilton blasting in the area of Limeridge Road and Upper Ottawa Street for the Redhill Creek trunk sewer in 1971. The area residents receiving the delivery of potable water have assumed that the City of Hamilton has a legal obligation to provide this service due to the blasting operation.

This question of whether or not the City has a responsibility in this matter was asked of both the Clerk's Department and the Solicitor's Department. Attached are their respective responses.

Accordingly, it is staff's opinion that there is no legal liability on behalf of the City of Hamilton to continue to supply potable water to these residents.

Furthermore, it is staff's opinion, as emphasized in the Solicitor's letter, that this responsibility rests with the Region of Hamilton-Wentworth since 1976.

So that all of the information on the delivery of potable water is readily available, the report previously submitted to the Transport and Environment Committee is also attached. As well, staff from the Solicitor's Department and the Public Works Department will be available at the Committee meeting on February 20, 1989.

JGP:jh
Attch.

c.c. D. Lobo
Manager of Streets & Sanitation

c.c. K. A. Rouff, City Solicitor
Att: Mr. L. Farr

c.c. E. A. Simpson
City Clerk

Corporation of the City of Hamilton

Memorandum

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TO: Mr. J. G. Pavelka, P.Eng.
Director of Public Works
Attention: Mr. D. Lobo

YOUR FILE:

FROM: Lorne E. Farr
City Solicitor's Office

OUR FILE: 20-162.1

SUBJECT: Potable Water Deliveries

DATE: 1989 February 9

In your memo of February 7, 1989 you state that some of the residents formerly receiving delivered water have said there is an obligation on the City to continue to deliver water.

On the matter of the alleged blasting interfering with their wells, I am not aware of any court action being started. If no court action was started, this matter would be statute barred. Mrs. Salayko of your department could give you information on whether she knows of any action currently being pursued.

However, under section 96(1) of the Regional Municipality of Hamilton-Wentworth Act, the supply and distribution of water is a Regional matter. Under section 96(7) no area municipality has jurisdiction for supply and distribution of water after January 1, 1975.

Therefore, I see no duty on the City of Hamilton to supply water to any of the residents.

Lorne Farr

Lorne E. Farr
for K. A. Rouff
City Solicitor

LEF:cls

Corporation of the City of Hamilton

Memorandum

DEPT. PUBLIC WORKS
FEB 13 1989

	INFO ONLY	REPT REQD
MA		
MSS	✓	
MP		
MCEM		
MCG		
HORT		
SPM		
PME		
PDC		
SSS(c)		
SSS(m)	✓	
SGF		
SMM		

****

TO: Mr. Doug Lobo
Manager, Streets and Sanitation
Department of Public Works

YOUR FILE:

FROM: Mr. E. A. Simpson
City Clerk

PHONE: 416-526-4587

SUBJECT: Delivery of Potable Water

DATE: 1989 February 8

In reply to your memorandum February 7, 1989 please by advised that the only resolution of City Council which we have been able to locate is Section 16(a) of the Fourteenth Report of the Board of Control adopted by City Council at its meeting held 1971 April 13, a copy of which is attached.

We are unable to locate any resolutions which specifically relate to well damage caused by blasting and construction in the vicinity of Upper Ottawa and Limeridge Road and the subsequent need for potable water.

EAS/SGH/ejw

Subjoined is a true copy of Section 16(a) of the FOURTEENTH Report of the Board od Control adopted by City Council at its meeting held 1971 April 13.

16A. (a) That the City, through the Streets and Sanitation Department, continue to deliver and charge for water at the rate of $2.50 per 600 gallon load up to the water rate that would be charged based on the assessment of an average home and building lot of $4,500.00/$5,000.00 for which the water rate would be $28.00.

(b) Water to be delivered on this basis to be used for household purposes only. Otherwise, if required for other purposes, to be charged at a straight rate of $2.50 per load.

(c) In no case shall the delivery of water exceed one delivery per week on this basis.

(d) That the delivery of water be limited to those now purchasing water from the City except where at the direction of the Medical Officer of Health, the services may be extended to additional homes.

Note: It is contemplated that by reason of possible failure of wells or by reason of pollution, other homes may require water that do not at the present time.

(e) This delivery to be carried out by the Streets and Sanitation Department as in the past.

(f) The Director of Street Services to report to the Board of Control in two month's time as to the success of this water delivery programme including cost in order that an appropriation may be established by a transfer from the contingency account.

(g) For the information of the members of Council on the average approximately 48 deliveries of water on a $2.50 per load basis per month were made in 1970. This increases appreciably when the new policy is put into effect.

(h) The members of Council are further advised that a study is now being carried out of the policy regarding the daily delivery of possible water for drinking purposes to approximately 125 homes per day and will be reported on when this study has been completed.

(i) That $200,000.00 of the $1,000,000.00 appropriation for new watermains provided for in the budget be set aside and used exclusively to finance the installation of watermains in the undeveloped sections of the City where there are the greatest number of homes located as decided by the Committee on Works in co-operation with the Medical Officer of Health.

(j) For the information of the members of Council the two water delivery programmes being proposed will utilize the service of one man and water delivery truck seven days a week, eight hours a day.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.

Director of Public Works

DATE: 1989 January 19

COMM FILE:
DEPT FILE: 89-5019

SUBJECT: Supply of Potable Water

RECOMMENDATION:

That the City of Hamilton discontinue supplying potable water to rural areas and
That the residents should be notified 1 month in advance of the deliveries being discontinued because:

1. the delivery of water costs the City of Hamilton approximately $25,280 to service approximately 18 residences

2. not all of the revenue from the delivery of the potable water is readily forthcoming from these residents

3. other local area municipalities do not get involved with the delivery of potable water to rural residences

J. G. Pavelka

FINANCIAL IMPLICATIONS:

A recent tender indicates that approximately 18 rural residences would be serviced at an estimated cost of approximately $27,000 for 1989. At the present rate of $50.00 for 31,200 gallons of water, the City of Hamilton would realize $1,720 in revenue, thereby creating a net cost to the City of Hamilton of approximately $25,280 to service these 18 rural residences.

BACKGROUND:

1988

During 1988, 25 residences were supplied with water by the City of Hamilton at a total cost of $36,980.

In accordance with the City of Hamilton's rate of $50 for 52 loads of 600 gallons, the City of Hamilton can recover $2,093 from the residences.

Accordingly, there is a net cost to the City of Hamilton of $34,887 to supply potable water to these 25 residences for 1988.

Staff have contacted a private hauler and have confirmed that their present rate to any private residence is $35.00 for the delivery of 2000 gallons and no time charge. At this rate, the delivery of 1,306,200 gallons over 1988 should have cost $22,858.50.

1989

During 1989, it is anticipated that only 18 residences will be supplied because a number of residences have been purchased and eliminated due to the Freeway Project. Of the remaining 18, an additional 2 will be acquired in the future for the Freeway Project. To service the 18 residences, presently registered with potable water, the present tender prices indicate a cost to the City of Hamilton of approximately $27,000.

In accordance with the City of Hamilton's rate of $50 for 32 loads of 600 gallons, the City of Hamilton can recover $1,720 from the residents.

Accordingly, there is a net cost to the City of Hamilton of approximately $25,280 to supply potable water to 18 residences for 1989.

At the private hauler rate to the residences, the delivery of approximately 1,073,400 gallons for 1989 should cost $18,784.50.

COLLECTION OF FEES:

In fact, a number of the fees assessed are never collected. Last year a total of $1,300 in fees were collected from 25 rural residents. Presently staff are in the process of assessing the uncollected fees of $793.00 to the taxes of the property owners.

OTHER MUNICIPALITIES:

A survey of adjacent municipalities, the City of Stoney Creek and the Town of Ancaster confirms that neither municipality gets involved with the delivery of potable water to rural residences.

CONCLUSION:

Whereas there is a particularly significant cost to deliver potable water, $50,000 per year to approximately 18 rural residences and
whereas the number of rural residences requiring potable water is decreasing. Last year, 1988, 25 residences required this service. This year, 1989, only 18 residences require the service, predominantly because houses have been purchased for the North-South, East-West Freeway
whereas considerable effort and repeated efforts must be made to collect the revenue for the delivery of potable water and even after that all revenue is still not readily forthcoming and
whereas other local area municipalities are not involved with the delivery of potable water to rural residences.

It is recommended that the City of Hamilton should discontinue supplying potable water to rural residents and
that the residents should be notified 2 months in advance of the deliveries being discontinued.

JGP/jdh

c.c. Mr. Doug Lobo, Manager, Streets and Sanitation

c.c. Mr. T. Bradley, Manager of Purchasing

CITY COUNCIL
HAMILTON CANADA

February 13, 1989

Mr. R. Prowse
Secretary of Transport & Environment Committee
City Clerk's Department

Dear Mr. Prowse:

I am writing to you with regards to the delivery of potable water for the residents of Ward 6.

Friday, February 10, I was at a meeting at one of the residents homes and each of the home owners that has been effected by the discontinuation of the water service was present.

New facts and new evidence has been brought forward with regards to this issue. After hearing the facts and the opinions of the residents that morning, I felt that a grave injustice has been done to the residents receiving potable water from the City.

Please inform the Director of Public Works, Mr. Joe Pavelka, the Chairman of Transport & Environment, Alderman Henry Merling, and the City Solicitor, Mr. Ken Rouff, that I wish this matter to be placed on the next Transport & Environment Committee meeting for urgent review and reconsideration.

As of last Friday, Mr. Pavelka has been apprised of the recent developments. Mr. Pavelka has assured me as of last Friday, of an extension of the delivery of potable water to these residents until this matter is reconsidered and resolved at the committee meeting and by Council.

Looking forward to your urgent reply to this matter.

Sincerely yours,

John Smith
Alderman, Ward 6

Tom Jackson
Alderman, Ward 6

TJ:do

cc: Residents

THE CORPORATION OF THE CITY OF HAMILTON
City Hall 71 Main Street West Hamilton, Ontario L8N 3T4

89-5096

REGISTERED

1989 February 13

Re: Delivery of Potable Water

In a letter dated Wednesday, February 1, 1989, to you and the other residents receiving the delivery of potable water through the City of Hamilton, I outlined that City Council terminated that service, and furthermore, that this service would be discontinued by Friday, February 17, 1989.

Since that time, a number of the residents affected have contacted both Ward Aldermen, Alderman J. Smith and Alderman T. Jackson and myself concerned about this action.

Both Alderman Smith and Alderman Jackson have represented your concerns and would like the Transport and Environment Committee to review this matter. In accordance with their request for this review, and until this matter is reviewed by the Transport and Environment Committee, the supply of potable water will continue. Accordingly, there will be no need to make your own arrangements until after the Committee has dealt with this matter.

By copy of this letter to the Chairperson of the Transport and Environment Committee, Alderman H. Merling and the Committee Secretary, Mr. R. Prowse, I am requesting that arrangements be made to hear this matter at the next meeting on Monday, February 20, 1989.

J.G. Pavelka

J.G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

JGP/jdh

c.c. Alderman H. Merling, Chairman, Transport and Environment Committee

c.c. Alderman J. Smith, Alderman, Ward 6

c.c. Alderman T. Jackson, Alderman, Ward 6

c.c. Mr. R. C. Prowse, Secretary, Transport and Environment Committee

c.c. Mr. Doug Lobo, Manager, Streets and Sanitation

Potable Water Customers - 1989

Mrs. E. Doyle
36 Mud Street

Mr. W. Raffler
52 Mud Street

Mrs. A. Tocher
56 Mud Street

Mr. & Mrs. R. Ahrens
60 Mud Street

Mr. D. Brandt
64 Mud Street

Mr. F. Field
142 Mud Street

Mr. Morris
158 Mud Street

Mr. J. R. Swick
40 Pritchard Road

Mrs. E. Cook
60 Pritchard Road

Mr. Re
80 Pritchard Road

Mr. P. Morden
90 Pritchard Road

Mr. I. Dykyj
406 Pritchard Road

Mr. R. A. Kurd
601 Pritchard Road

Mr. F. Faber
655 Pritchard Road

Mr. Donovan
1220 Rymal Road East

Mrs. C. Prosje
1360 Rymal Road East

Mrs. A. Pavlovich
1411 Rymal Road East

OWNERS WHO RENT PROPERTY

Samor Properties Limited
151 John Street South

Rents 158 Mud Street to
Mr. Morris

Mr. R. J. Bennett
136 Mohawk Road East

Rents 60 Mud Street to
Mr. & Mrs. R. Ahrens

FOR ACTION

4

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 February 13
COMM FILE:
DEPT FILE: 38.4.4

SUBJECT: **Purchase by the City of the southerly portion of 1368 Upper Wellington Street - Romano Pecora**

RECOMMENDATION:

That an Option to Purchase the southerly portion of 1368 Upper Wellington Street, duly executed by Romano Pecora on February 9, 1989 and scheduled for closing on or before April 24, 1989 be approved and completed.

Note: The subject property is required by the City for roadway purposes and is composed by part of Lot 13, Concession 7, in the former Township of Barton, now in the City of Hamilton. The subject property having a width of 20.11 metres (66 feet) and a depth of 115.82 metres (380 feet), containing an area of 2,329.93 square metres (25,080 square feet), more or less, comprising the southerly 20.11 metres (66 feet) of Municipal No. 1368 Upper Wellington Street. The purchase price of $80,000.00 is to be charged to Account RF53003 25202.

D. W. Vyce

FINANCIAL IMPLICATIONS:

The purchase price of $80,000.00 is to be charged to Account RF53003 25202, reserve for property purchases. A one (1) foot reserve will be established to ensure the recovery of municipal expenditures incurred in the acquisition.

BACKGROUND:

The owner of 1368 Upper Wellington is currently in the process of emigrating to the U.S.A. and has already purchased another home there. However, as the southerly 66 feet of his property has been designated for roadway purposes in the Jerome Neighbourhood, he has found it very difficult to sell. As there is

Background Continued ...

at present no draft approved subdivision plan for the rear lands, this property purchase does not directly fall under the existing stub street acquisition policy. However, the advantages of purchasing the subject property now are:

1. to avoid the risk of development on the proposed roadway if the owner should proceed with a Land Division Committee severance application and obtain a separate building lot;

2. the owner is motivated to sell now, since he has already made other commitments;

3. the road will be in place when full servicing reaches the area, in an anticipated two (2) years, at which time the road will be needed;

4. the acquisition costs, in any event, will be recovered by the imposition of a one (1) foot reserve.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor

Mr. E. C. Matthews, City Treasurer

Mr. M. Chidley, Regional Surveyor

FOR ACTION

5.

REPORT TO: Chairman and Members of the Transport and Environment Committee
Attention: Mr. R. Prowse, Secretary

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1989 February 8
COMM FILE:
DEPT FILE: 1-44/89.01

SUBJECT: Garbage Collection Agreement
337 East 42nd Street
Tonoga Limited

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Tonoga Limited for the collection of garbage at 337 East 42nd Street, Hamilton.

This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

"K.A. Rouff" per: P. Hooker
K.A. Rouff, City Solicitor

BACKGROUND:

The Applicant Tonoga Limited has asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents an agreement which has been executed by the Applicants, and an insurance certificate.

c.c. Mr. J.G. Pavelka, Director
Public Works Department

6.

FOR ACTION

REPORT TO: Chairman and Members
Transport and Environment Committee
Attn: Mr. R. C. Prowse, Secretary

FROM: K. A. Rouff
City Solicitor

DATE: 1989 February 9
COMM FILE:
DEPT FILE: 55-0/89.2

SUBJECT: Expropriation of Part of Lot 3, Concession 6, Township of Barton for Kingsberry Gardens, Phase 4

RECOMMENDATION:

That the City Clerk be authorized and directed to:

(a) give Notice of the City's application for approval to expropriate for roadway and municipal purposes, a parcel of vacant land measuring approximately 33.72 metres (110.63 feet) by 20.00 metres (65.62 feet), fronting on the southerly limit of Carson Drive, approximately 60 metres (196.85 feet) east of the easterly limit of Kingsberry Street, described more particularly as Part 1 on Plan 62R-10027. This Notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;

(b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,

(c) sign and receive the said application for approval of this expropriation.

"K. A. Rouff" per: P. Hooker
K. A. Rouff
City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On June 28th, 1988 (Item 10, 10th Report, Transport and Environment Committee), Council authorized that steps be commenced to expropriate this land for roadway and municipal purposes, in connection with the development of Kingsberry Gardens in the vicinity of Carson Drive.

As the required lands have been surveyed and searched, the next step under the Expropriations Act is to apply for approval of this expropriation and to give Notice of the City's intention to the owners as authorized by the above recommendation.

Each Notice shall indicate that an inquiry may be requested to report to Council as to whether or not the proposed expropriation is fair, sound and reasonably necessary to achieve the expropriation's objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

BL:mm

c.c. Mr. D. W. Vyce, Director of Property
c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. M. A. Chidley, O.L.S.

7.

FOR ACTION

REPORT TO: Chairman and Members
Transport and Environment Committee
Attn: Mr. R. C. Prowse, Secretary

FROM: K. A. Rouff
City Solicitor

DATE: 1989 February 9
COMM FILE:
DEPT FILE: 55-0.86

SUBJECT: Expropriation of Part of Lot 14, Concession 8 in the geographic Township of Barton Property known municipally as Part of 1477 Upper James Street

RECOMMENDATION:

That the City Clerk be authorized and directed to:

(a) give Notice of the City's application for approval to expropriate for roadway and municipal purposes, an irregular rectangularly-shaped parcel of land measuring approximately 26.00 metres (85.30 feet) by 176.854 metres (580.23 feet),known municipally as part of 1477 Upper James Street and described as Parts 6, 7, 8, 9, 10, 11, 12, and 13 on Plan 62R-9741. This Notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;

(b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,

(c) sign and receive the said application for approval of this expropriation.

"K. A. Rouff" per: P. Hooker

K. A. Rouff
City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On June 28th, 1988 (Item 11, 10th Report, Transport and Environment Committee), Council authorized that steps be commenced to expropriate this land for roadway and municipal purposes, in connection with the Ryckmans Neighbourhood Plan.

As the required lands have been surveyed and searched, the next step under the Expropriations Act is to apply for approval of this expropriation and to give Notice of the City's intention to the owners as authorized by the above recommendation.

Each Notice shall indicate that an inquiry may be requested to report to Council as to whether or not the proposed expropriation are fair, sound and reasonably necessary to achieve the expropriation's objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

BL:mm

c.c. Mr. D. W. Vyce, Director of Property
c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. M. A. Chidley, O.L.S.

8.

FOR ACTION

REPORT TO: Chairman and Members
Transport and Environment Committee
Attn: Mr. R. C. Prowse, Secretary

FROM: K. A. Rouff
City Solicitor

DATE: 1989 February 15
COMM FILE:
DEPT FILE: 15-2.29

SUBJECT: Poulette Street Bridge
Mileage 38.5 Waterford Subdivision
Canadian Pacific Limited

RECOMMENDATION:

That the National Transportation Agency be advised that:

(1) Minutes of Settlement (the Minutes) were entered into between the Corporation of the City of Hamilton (the City) and the Toronto, Hamilton and Buffalo Railway Company (T.H. & B.) and Canadian Pacific Limited (C.P.) on May 1st, 1986 for the purpose of resolving an action commenced by the City against T.H. & B. and C.P. in 1981;

(2) Paragraph 4 of the Minutes required the City to pass a by-law rescinding By-law No. 755 and waiving any and all breaches of By-law No. 755 by T.H. & B.;

(3) Pursuant to paragraph 4 of the Minutes, the City, on June 25th, 1986, passed By-law 86-194, which rescinded By-law No. 755 and waived any and all breaches of the conditions of By-law No. 755 by T.H. & B.;

(4) Notwithstanding paragraph 4 of the Minutes, paragraph 6 of the same Minutes requires, among other things, that,

(a) the T.H. & B. and C.P. integrate the freight rail service and facilities then being operated by T.H. & B. into the C.P. rail system and to maintain those freight rail facilities at least as effectively and efficiently after integration,

(b) C.P. continue to operate the freight rail service to and within the City of Hamilton and serve the industries and businesses established there as effectively and efficiently and with as modern equipment, facilities and freight rail service as it services the industries or businesses of any other city or region of Canada;

(5) The effect of paragraph 6 of the Minutes is to preserve the responsibility of C.P. for the construction, repair or maintenance of the Poulette Street Bridge;

(6) The Poulette Street Bridge is a freight rail facility within the meaning of paragraph 6 of the Minutes and, thus, C.P. is obligated to maintain it at least as effectively and efficiently as before;

(7) C.P. is obligated to ensure that rail facilities like the Poulette Street Bridge meet modern standards and satisfy present needs.

(8) The cost of any work associated with the obligation of T.H. & B. and C.P. under paragraph 6 of the Minutes be borne completely by them;

(9) Accordingly, C.P. be ordered to reconstruct and maintain, at its own expense, the Poulette Street Bridge.

"K. A. Rouff" per: P. Hooker

K. A. Rouff
City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On October 29th, 1894 the City passed By-law No. 755. This By-law authorized a grant of $225,000 to T.H. & B. on the conditions that T.H. & B. construct railway lines,

(1) from Hamilton to Welland, and

(2) from Waterford through Brantford to Hamilton,

and operate the same. These conditions were fulfilled.

Under the terms and conditions of By-law No. 755, T.H. & B. was responsible for the construction, repair or maintenance of the bridges and tunnels on the railway lines and of the approaches to these bridges and tunnels upon or along the streets of the City. The work was to be done by T.H. & B. at its own expense but under the supervision and to the satisfaction of the City Engineer. The By-law specified several locations where bridges were to be constructed and maintained by T.H. & B. at its own expense. Poulette Street was one of those locations.

The Poulette Street Bridge was constructed by T.H. & B. at its own expense in 1895. The Bridge was reconstructed in 1905.

In 1897 C.P., with the approval of the City, acquired an interest in T.H. & B. In 1976 C.P., with the approval of the City, assumed complete control of T.H. & B. City approval was required because By-law No. 755 otherwise forbade C.P. from having an interest in T.H. & B.

On October 4th, 1968 T.H. & B. advised the City that the Poulette Street Bridge had deteriorated to a point where it could no longer carry vehicular traffic safely, and therefore it was necessary to close the bridge to vehicular traffic. The City agreed and immediately closed the bridge to vehicular traffic. T.H. & B. then undertook to maintain the bridge as a pedestrian overpass.

On September 22nd, 1986 C.P. advised the City that, due to the condition of the Poulette Street Bridge, temporary repairs were not a solution; that it was their intention to erect a new timber structure; and that in the meantime the existing structure would be demolished so as not to jeopardize the safety of the public and railway operations.

On December 24th, 1986 C.P. applied to the Railway Transport Committee of the Canadian Transport Commission for permission to reconstruct the Poulette Street Bridge. On March 12th, 1987 C.P. applied to the Committee for a federal grant towards the costs of reconstruction and for an apportionment of the remaining costs among the interested parties. The grant could cover as much as 50 percent of the costs of the work. The remaining costs would be apportioned according to a prescribed formula which would require the Canadian Transport Commission to pay 50 percent; the City, 37-1/2 percent; and C.P., 12-1/2 percent.

The City, by a submission dated May 15th, 1987, stated its position that C.P. should reconstruct the Poulette Street Bridge at its own expense. This submission simply re-affirmed the position set out in a submission dated November 15th, 1985 which the City had been made in response to an earlier reconstruction application by C.P., which was later abandoned.

On August 10th, 1987 the Railway Transport Committee ruled that the proposed reconstruction of the Poulette Street Bridge was necessary as a result of the failure of C.P. to adequately maintain the former structure, first for vehicular traffic and finally for pedestrians. The Committee also denied C.P.'s application for a federal grant. Finally, the Committee advised the parties of its intention to issue an order, within thirty days, requiring C.P. to reconstruct and maintain, at its own expense, the new structure. C.P. was given thirty days to make any further submission.

On September 11th, 1987 C.P. made a further submission to the Railway Transport Committee. Among other matters, C.P. pointed out that the City, in its earlier submission, failed to mention that By-law No. 755, which established the responsibility of C.P. to maintain the Poulette Street Bridge, had been rescinded by By-law No. 86-194 on June 25th, 1986. Furthermore, the City omitted to refer to the Minutes of Settlement executed between the City, T.H. & B. and C.P., by which the City purported to waive any and all breaches of By-law No. 755.

On September 12th, 1988 the National Transportation Agency, which replaced the Canadian Transport Commission, asked the City to comment on the point raised by C.P.

By a letter dated January 25th, 1989 the National Transportation Agency advised the City that the City had thirty days from receipt of the Agency's letter to provide its comments. The Agency's letter was received on January 31st, 1989. To allow for the time required to obtain the necessary approvals of your Committee and City Council, an additional fifteen days has been requested by our Department in a letter dated February 10th, 1989. The additional time may not be necessary.

The following comments should be made to the National Transportation Agency on the point raised by C.P.

By-law No. 755, which was passed on October 29th, 1894, was indeed rescinded by By-law 86-194 on June 25th, 1986. The recision of By-law No. 755 was required by paragraph 4 of the Minutes of Settlement executed between the City, T.H. & B. and C.P. on May 1st, 1986. These Minutes of Settlement resolved an action brought by the City in 1981 in the Supreme Court of Ontario for compensation arising out of T.H. & B. and C.P.'s successful application to the Railway Transport Committee to discontinue the operation of passenger rail service from Hamilton to Welland in contravention of By-law No. 755. Paragraph 4 further required that the rescinding by-law, by its terms, waive any and all breaches of By-law No. 755 by T.H. & B. By-law 86-194 purports to do this.

Paragraph 4 of the Minutes of Settlement, however, cannot be considered in isolation of other provisions found in the Minutes. In this regard paragraph 6 of the Minutes must also be examined. Paragraph 6 states:

> **6. T.H. & B. and C.P. agree that they will integrate the freight rail service and facilities presently being operated by T.H. & B. into the C.P. rail system and that the freight rail facilities will be maintained at least as effectively and efficiently after the integration and that the level of freight rail service after the integration will be at least as good as the freight rail service now operated by T.H. & B.; and further, C.P. agrees that it will continue to operate the freight rail service to and within the City of Hamilton and serve the industries and businesses established therein as effectively and efficiently and with as modern equipment, facilities and freight rail service as it services the industries or businesses of any other city or region of Canada.**

The effect of paragraph 6 is to preserve the former obligation of T.H. & B. under By-law No. 755, which was later assumed by C.P., to construct, repair or maintain bridges and tunnels, and the approaches to them, on its railway lines. Paragraph 6 provides the City with the same assurance, at least in so far as bridges and tunnels on freight rail lines are concerned, that By-law No. 755 formerly provided it. Paragraph 6 is a fundamental term of the agreement between the parties, as embodied in the Minutes. Without it, the City's action against T.H. & B. and C.P. would probably not have been settled.

More particularly, the Poulette Street Bridge is clearly a freight rail facility within the meaning of paragraph 6. "Facility" has been defined as something that is built or installed to perform some particular function. The Poulette Street Bridge was built to perform the necessary function of providing, initially, both vehicular and pedestrian traffic and, later, just pedestrian traffic access over the railway line operated by T.H. & B., now C.P. Were it not for this railway line, the Poulette Street Bridge would have never been built. The Bridge was built only because of the railway line. Thus, C.P. is obligated to maintain it at least as effectively and efficiently as before. The obligation to maintain must be understood in the broadest sense. It entails all measures that are necessary to ensure that the Bridge is able to perform the function for which it was built.

Concurrent with this obligation to maintain is the obligation of C.P. under paragraph 6 to serve the industries and businesses established in the City as effectively and efficiently and with as modern equipment, facilities and freight rail service as it services industries or businesses elsewhere in Canada. To discharge that obligation properly, C.P. must ensure that facilities like the Poulette Street Bridge meet modern standards. The Poulette Street, if reconstructed as planned, will presumably meet those standards. In addition, C.P. must ensure that the need for such facilities is satisfied. The need for the Poulette Street Bridge is unquestionable. Anything less is a disservice to the industries and businesses of this City, their employees, customers and suppliers.

The costs of maintaining freight rail facilities like the Poulette Street and of ensuring that they meet modern standards and satisfy present needs lies with C.P. Nowhere in paragraph 6 of the Minutes does it state, or even imply, that the costs associated with any work required to be done under that paragraph are to be shared, in any way, by the City with T.H. & B. and C.P. The entire burden of these costs, as before, rests with C.P.

Accordingly, the National Transportation Agency should be asked to order C.P. to reconstruct and maintain, at its own expense, the Poulette Street Bridge.

KAR:mm

c.c. Mr. P.R.A. Hooker
c.c. Mr. L. Sage, Chief Administrative Officer
c.c. Mr. G. S. Spencer, Commissioner of Engineering
Attn: Mr. R. Meiers
Attn: Mr. G. Aston
c.c. Mr. M. F. Main, Director of Traffic Services
c.c. Mr. J. G. Pavelka, P.Eng., Director of Public Works

9.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 10
COMM FILE:
DEPT FILE: E808-02C
ID#0043D

SUBJECT:

Rondar Inc. decontamination of low level PCB transfer oil.

ORIGIN

Application by Rondar Inc. to the Ministry of the Environment (MOE) for a site Certificate of Approval for the decontamination of low level PCB transfer oil at Hamilton Hydro's location at 450 Nebo Road in Hamilton. The West Central Branch of the MOE is requesting of the City of Hamilton to confirm in writing Rondar Inc.'s compliance with municipal requirements for the proposed work.

RECOMMENDATION

That the local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(i) The City of Hamilton has no objection to Rondar Inc. carrying out decontamination of low level PCB transfer oil for Hamilton Hydro at its 450 Nebo Road location provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry , and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(ii) No Specific City of Hamilton or Regional permits are required for the work proposed by Rondar Inc.

(iii) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carreid out as scheduled.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...

Rondar Inc. destruction of PCB's for Hamilton Hydro.

Cont'd...

BACKGROUND

Hamilton Hydro, in an effort to improve the environment, has awarded the contract to decontaminate 12,570 litres of PCB contaminated oil to Rondar Inc. of Hamilton.

Rondar Inc. and the PCB destruction technology used by this company has been recognized and approved by the Ministry of the Environment.

The application by Rondar Inc. to the Ministry of the Environment covers the destruction of PCB's in one transformer containing 1,205 litres of insulating oil at 700 parts per million (ppm) of PCB's and 60 drums containing in total 11,365 litres of oil at 50 to 500 ppm of PCB's. Materials containing PCB's at concentrations greater than 50 ppm are considered PCB wastes. The wastes described are presently stored on site at Hamilton Hydro's Nebo Road facility.

The mode of operation used by Rondar Inc. is a mobile unit batch process technology. The decontamination process, which occurs inside the mobile processing unit, involves a chemical reaction in which the PCB's are destroyed through dechlorination. The mobile processing unit is connected directly to the de-energized transformer, and circulates the oil from the transformer through the process until the PCB concentration is reduced to a non-detectable level (less that 2 ppm of PCB's). The cleansed oil is then returned to the transformer. The oil from the 60 drums will be handled in a similar manner with the cleansed oil being returned to new drums for re-use by Hamilton Hydro.

The process byproducts consist of approximately 400 litres of centrifuge discharge and 800 litres of spent Fullers Earth. These wastes will become the property of Rondar Inc. which will arrange for the waste material to be processed by a MOE licensed company, Retek Resources Recovery Inc. of Brantford.

The work proposed by Rondar Inc. is fully detailed in its application for Certificate of Approval submission to the MOE. A copy of this submission is available from the City Clerk.

The PCB decontamination process will be carried out entirely on Hamilton Hydro property.

Cont'd...

Rondar Inc. destruction of PCB's for Hamilton Hydro.

Cont'd...

Under Ministry of Environment regulations governing PCB's, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

If given the Ministry's approval to proceed Rondar Inc. officials will schedule the work to be carried out between February 16, 1989 and April 30, 1989.

EG:jd

SHESLEY K. EARLE, P.ENG., GENERAL MANAGER
TELEPHONE (416) 522-6611

T. W. WOODHOUSE, P.ENG.
ASSISTANT GENERAL MANAGER
W. A. THOMAS, P.ENG
CHIEF ENGINEER
W. C. COOPER, R.I.A
SECRETARY-TREASURER

HAMILTON HYDRO-ELECTRIC SYSTEM

55 JOHN STREET NORTH, HAMILTON, ONT. L8N 3E4

February 9, 1989

The Corporation of the
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. R.C. Prowse, Secretary
Transportation & Environment
Committee

Dear Sir:

Re: PCB Decontamination
450 Nebo Road

Rondar Inc. has applied on our behalf to the Ministry of the Environment for approval to decontaminate some transformer oil at our 450 Nebo Road Service Centre. We understand this application will be reviewed at the February 20th meeting of the Transportation and Environment Committee. This letter is intended to provide some additional background information.

This decontamination project is an integral part of our program to remove PCB contaminated transformers from the streets of Hamilton. We are in the process of testing all our small pole type transformers in the City of Hamilton. Transformers identified as having a PCB content above 50 ppm are removed from service and transported to our Nebo Service Centre. The transformers are retro-filled with purified oil and the contaminated oil is stored in our approved storage site.

When an economic quantity of oil is collected, the mobile decontamination trailer is brought in to decontaminate the PCB oil. It is expected that the decontamination process will take place two or three times per year so that we keep our inventories of PCB oil at a minimum.

continued ...

Technical details of the process are included in the Rondar application. However, the process is identical to that used safely to decontaminate some of our substation transformers at various City locations last year. This project will be completed on our own property which is located some distance from residential properties.

We hope that Council will endorse this program and would be pleased to answer any additional questions that arise.

Yours truly,

W.A. Thomas, P. Eng.
Chief Engineer

DRM/nc

pc: Rondar Inc.

10.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 16 February 1989
COMM FILE:
DEPT FILE: T103-50(719
ID#0043D

SUBJECT:

Encroachment Agreement
121 King Street East, Hamilton

RECOMMENDATION

That the application of Ground Tech, Agent, on behalf of the present owner of 121 King Street East to retain the encroachment consisting of concrete steps measuring 3'0" x 3'6" be approved during the pleasure of Council provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $105.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

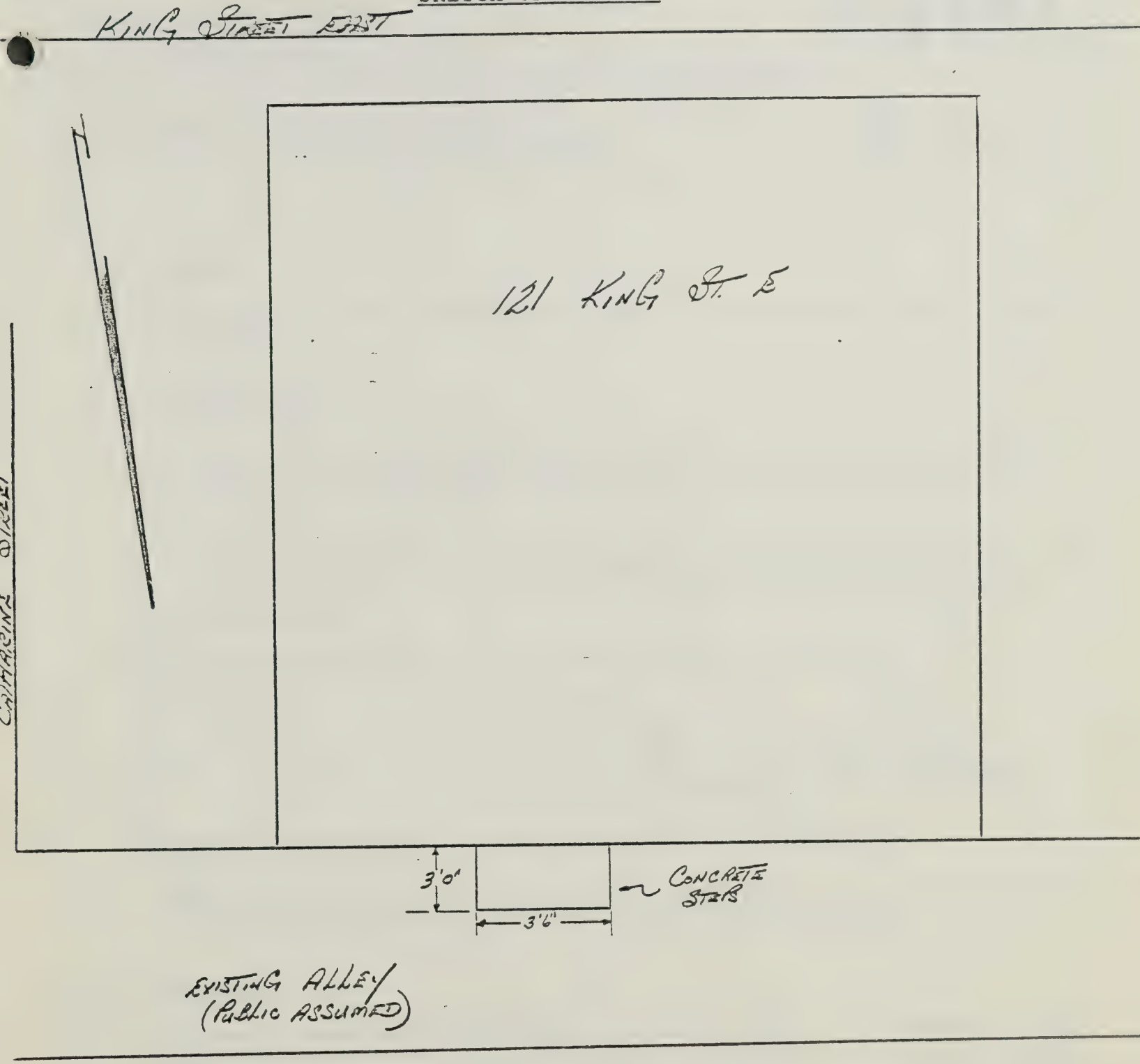
We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

JKC:jd

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"

SKETCH OF "WORKS"



FOR ACTION

11(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: TEC-34-89
DEPT FILE: 3-9.2

SUBJECT:

East leg of Clifton Downs Road, south of Bonaventure Drive - Parking Regulations.

RECOMMENDATIONS:

a) That a "No Parking" regulation be implemented on the west side of the east leg of Clifton Downs Road between Bonaventure Drive and the north curb line of the south leg of Clifton Downs Road; and,

b) That a "No Parking" regulation be implemented on the north side of the south leg of Clifton Downs Road commencing at the west curb line of the east leg of Clifton Downs Road and extending to a point 118 feet westerly therefrom; and,

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

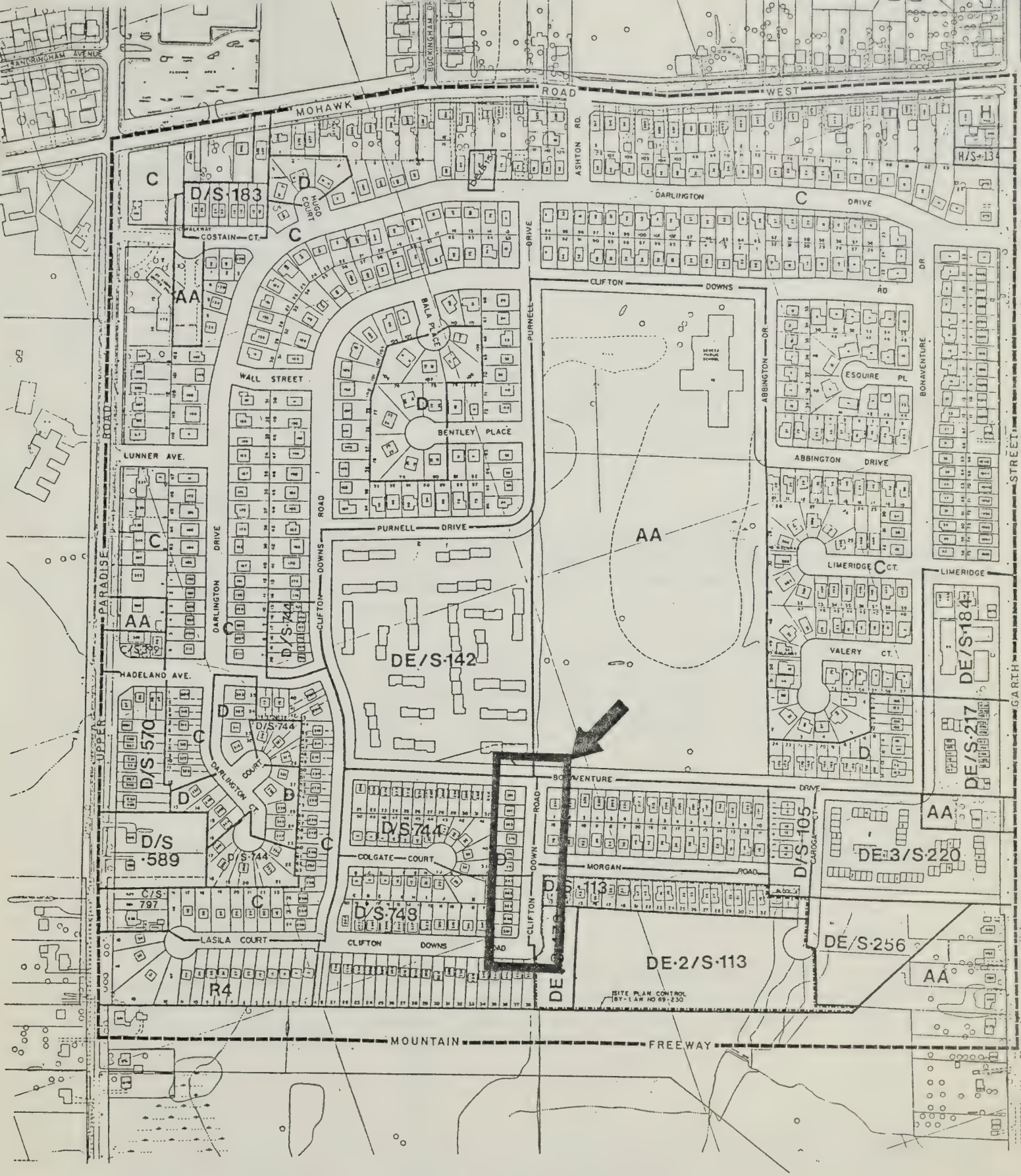
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the 14 (64%) one, two and three family dwellings on the subject portion of Clifton Downs, requesting that a parking prohibition be implemented on the street. Presently, there is unrestricted free parking on both sides of the street, and the resident who circulated the petition has advised that the residents are concerned that the street is frequently heavily parked by non-residents while activities are taking place in Browns Park which is located on the north side of Bonaventure.

The Traffic Department would consider a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary. In this particular case, such a severe restriction would merely shift all of the parking to some other residential street, and this would be arbitrary and non-equitable. While it is acknowledged that non-resident parking can be a definite nuisance and irritation, merely transferring all of the problem to another street is not a solution. However, in order to facilitate traffic movements and to improve visibility at a 90° turn in the road the Traffic Department supports the removal of parking on one side of the street only.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D/S-183
MIGO COURT
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WALKWAY
AA
C
D
WALL STREET
BALA PLACE
BENTLEY PLACE
PURNELL DRIVE
CLIFTON DOWNS
ABBINGTON DR.
ESQUIRE PL
BONAVENTURE
ABBINGTON DRIVE
LIMERIDGE CT.
LIMERIDGE
VALERY CT.
LUNNER AVE.
PARADISE ROAD
DARLINGTON DRIVE
D/S-744
DE/S-142
HADELAND AVE.
UPPER
D/S-570
DARLINGTON COURT
D/S-589
C/S-797
LASILA COURT
R4
D/S-744
COLGATE COURT
D/S-743
CLIFTON DOWNS ROAD
BONAVENTURE DRIVE
MORGAN ROAD
D/S-105
CAROLA CT.
DE-3/S-220
DE/S-184
DE/S-217
GARTH STREET
DE-2/S-113
DE/S-256
SITE PLAN CONTROL BY-LAW NO 69-230
MOUNTAIN FREEWAY

FOR ACTION

11(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 9
COMM FILE: TEC-41-89
DEPT FILE: 3-9.2

SUBJECT:

Emerald Street South between Main Street East and King Street East - Parking Regulations.

RECOMMENDATION:

a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Emerald Street South between Main Street East and King Street East; and

b) That the City Traffic By-law 66-100 be amended accordingly; and

c) That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first eight applicants residing in the apartment building at No. 11 Emerald Street South.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Brian Hinkley has corresponded with the Traffic Department and residents respecting the parking regulations on Emerald Street between King and Main Streets. The Traffic Department subsequently received a petition signed by representatives of all three of the single family homes and by all 8 residents in an 8 unit apartment building in the block requesting that a "One

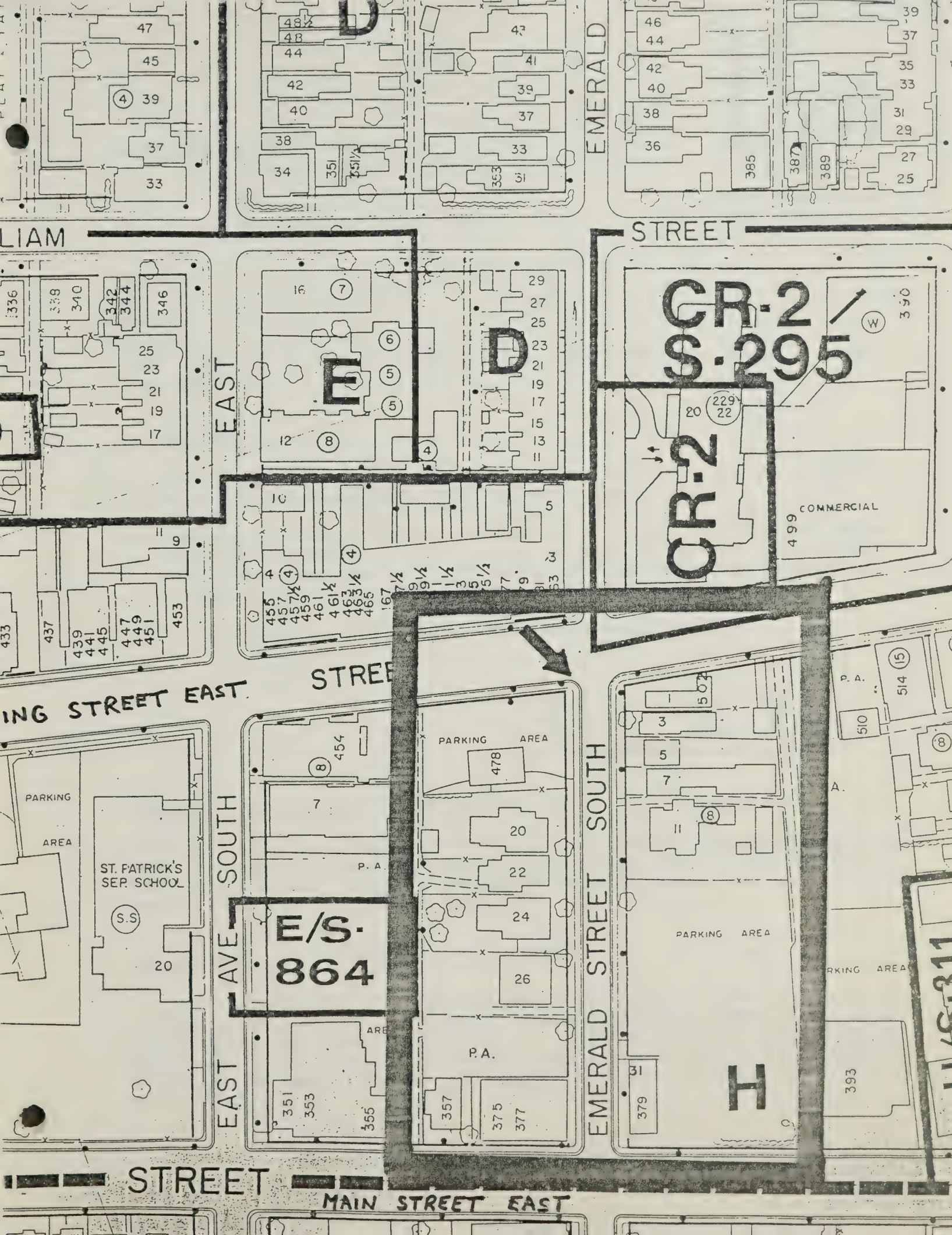
Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the street, because of long-term parking by employees and temporary residents of various institutions such as lodging homes on the street. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by employees and residents of the institutions. Off-street parking is available at the rears of the institutions but the employees and residents chose to park on the street as a matter of convenience. Representatives of each of the three institutions have advised that they would not object to the implementation of a one hour parking time limit on the street. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since all three residents of the single family homes in the block and the eight residents of the apartment building with no off-street parking have signed the petition, the Traffic Department concurs with the request. There is one other 12 unit apartment building in the block which is not represented on the petition. However, 10 parking spaces are available in an off-street parking area at the rear of this building.

The Traffic Department has also received a request from a resident of the apartment building at 11 Emerald Street South, that time limit exemption permits be issued to residents of this building to exempt their vehicles from the requested one hour limit.

Investigations reveal that there are eight dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

The Zoning By-law requires that a minimum of 10 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 10 off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of 8 parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis in accordance with current City Council practice. Residents of the other 12 unit apartment building on the street may also be eligible for some permits (subject to City Council approval) if any residents request a permit.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SOUTH
STREET
MAIN STREET EAST
COMMERCIAL
PARKING AREA
ST. PATRICK'S SEP. SCHOOL
P.A.

FOR ACTION

11(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 13
COMM FILE: TEC-38-89
DEPT FILE: 3-9.2

SUBJECT:

North Side of Peter Street between Locke Street and Pearl Street - Parking Regulations.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Peter Street between Locke Street and Pearl Street; and

b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the one, two and three family dwellings abutting the block, and any additional permits to a maximum of 15 on a first come first served basis; and

c) That the City By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

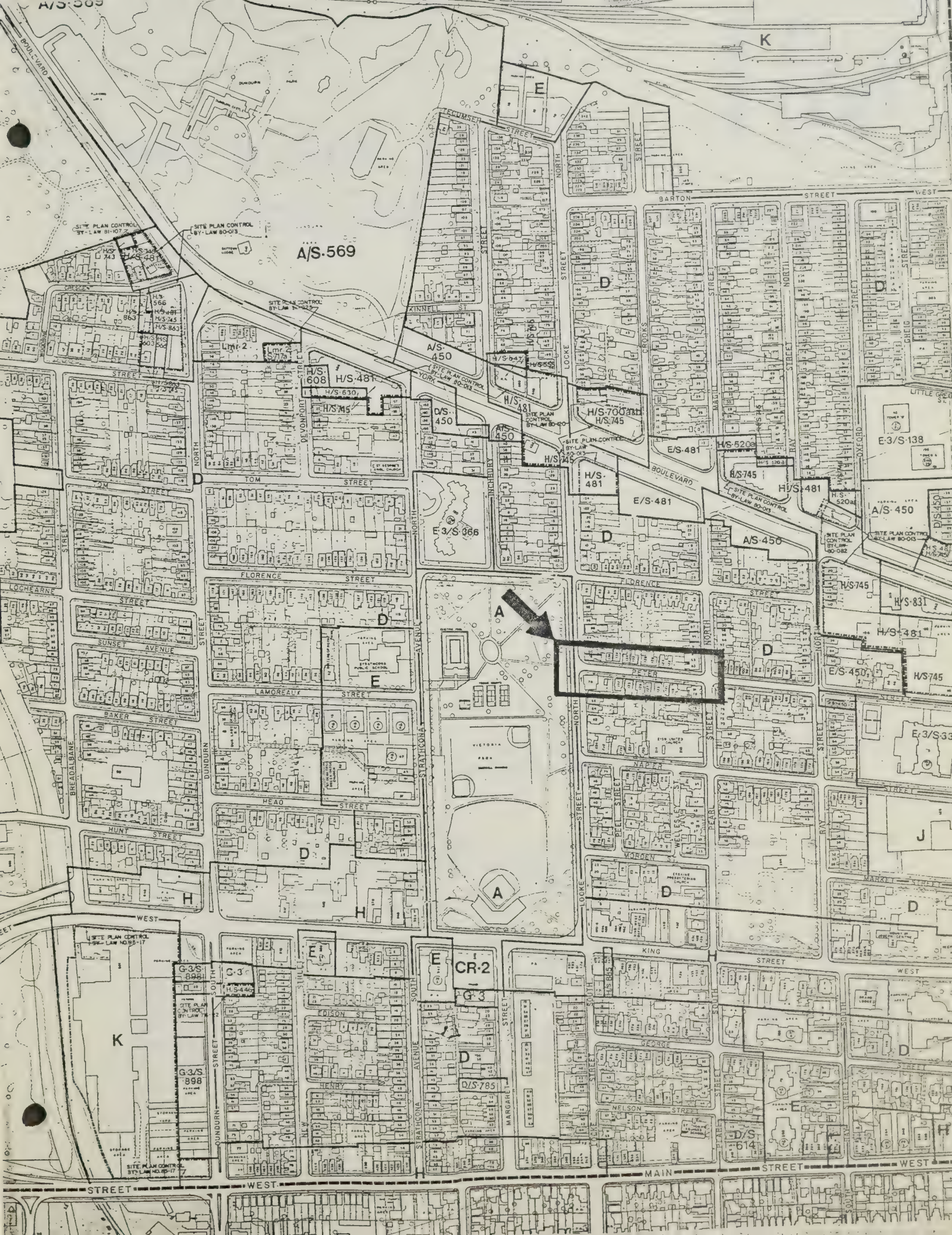
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 13 of the 19 one, two and three family dwellings on Peter Street in the block between Locke and Pearl, requesting that a "Permit Parking" regulation be implemented on the street. Presently, there is unrestricted free parking on the north side and a full-time parking prohibition on the south side of Peter Street in this block.

The resident who circulated the petition has expressed concern regarding non-resident parking by the nearby apartment developments on Queen Street, two blocks east of Pearl Street. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that there are 15 legal on-street parking spaces in this block. The Traffic Department has contacted the residents who did not sign the petition to determine if those residents would require permits, and a total of 11 permits are required. Therefore, since it appears that the demand for parking permits will not exceed the number of on-street parking spaces, and since 83% of the residents are in agreement with the proposed regulation, the Traffic Department concurs with this request.


A/S-569
K
E
TECUMSEH STREET
BARTON STREET WEST
D
A/S-450
H/S-608
H/S-481
H/S-630
H/S-745
D/S-450
H/S-700
E/S-481
H/S-520a
E-3/S-138
TOM STREET
E-3/S-366
FLORENCE STREET
A
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
H
E
CR-2
G-3
G-3/S-898
H/S-446
D/S-785
D/S-614
J
NAPIER STREET
KING STREET WEST
MAIN STREET WEST
STRATHCONA AVENUE
DUNDURN STREET
BREADALBANE
VICTORIA PARK
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082

FOR ACTION

11(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 13
COMM FILE: TEC-42-89
DEPT FILE: 3-9.2

SUBJECT:

North Side of Sanders Boulevard, east of Daleview Court - Parking Regulations.

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit" regulation on the north side of Sanders Boulevard between Daleview Court and Binkley Crescent be shortened such that the regulation commences at Daleview Court and extends to a point 77 feet west of Binkley Crescent; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the resident at No. 98 Binkley Crescent to remove the existing "One Hour Parking Time Limit" regulation on the north side of Sanders Boulevard from the flankage of her house which is located on the northwest corner of Sanders and Binkley.

In report TEC-254-88, the Traffic Department reported respecting a request by residents fronting on Sanders Boulevard between Daleview and Binkley that the existing "One Hour Parking Time Limit" in the westerly portion of the block be extended easterly to Binkley Crescent to further reduce long-term non-resident parking by MacMaster University students. This request was approved by the Committee and subsequently the City Council on 1989 December 13. However, following the erection of the signs, on 1989 January 30, the resident at No. 98 Binkley requested that the regulation be removed from the flankage of her property.

Removal of the regulation as requested will likely result in non-resident long-term parking in these two legal spaces. However, since the resident at No. 98 Binkley still wishes to have the regulation removed, the Traffic Department concurs with the request.


TOWN OF DUNDAS
Mc MASTER UNIVERSITY
WEST CAMPUS
A/S·395
B/S·395
A/S·395
A/S·395
HAMILTON CITY LIMITS
CITY LIMITS
Coldwater Creek
Coldwater Creek
(HWY 102)
SCHOLARS RD
THORNDALE CRESCENT
THORNDALE CRESCENT
C
LAKELEY DR
BINKLEY CRES
SANDERS BOULEVARD
NORFOLK STREET NORTH
THORNDALE STREET NORTH
HOLLYWOOD STREET NORTH
KINGSMUNT STREET NORTH
COTTRILL ST
DALEVIEW CT
C
WEST PARK AVE
SANDERS BOULEVARD
WESTBOURNE RD
BINKLEY RD
C
H
MAIN STREET WEST
THORNDALE ST S
HOLLYWOOD ST S
NORFOLK ST S
A
E
H
B
MAIN STREET WEST
EWAN ROAD
RIFLE RANGE ROAD
T H & B RAILWAY

FOR ACTION

12(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: TEC-36-89
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Boston Crescent and Birchcliffe Crescent -- Intersection Control.

RECOMMENDATION:

a) That eastbound traffic on both the north and south legs of Boston Crescent be required to stop for northbound and southbound traffic on Birchcliffe Crescent; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

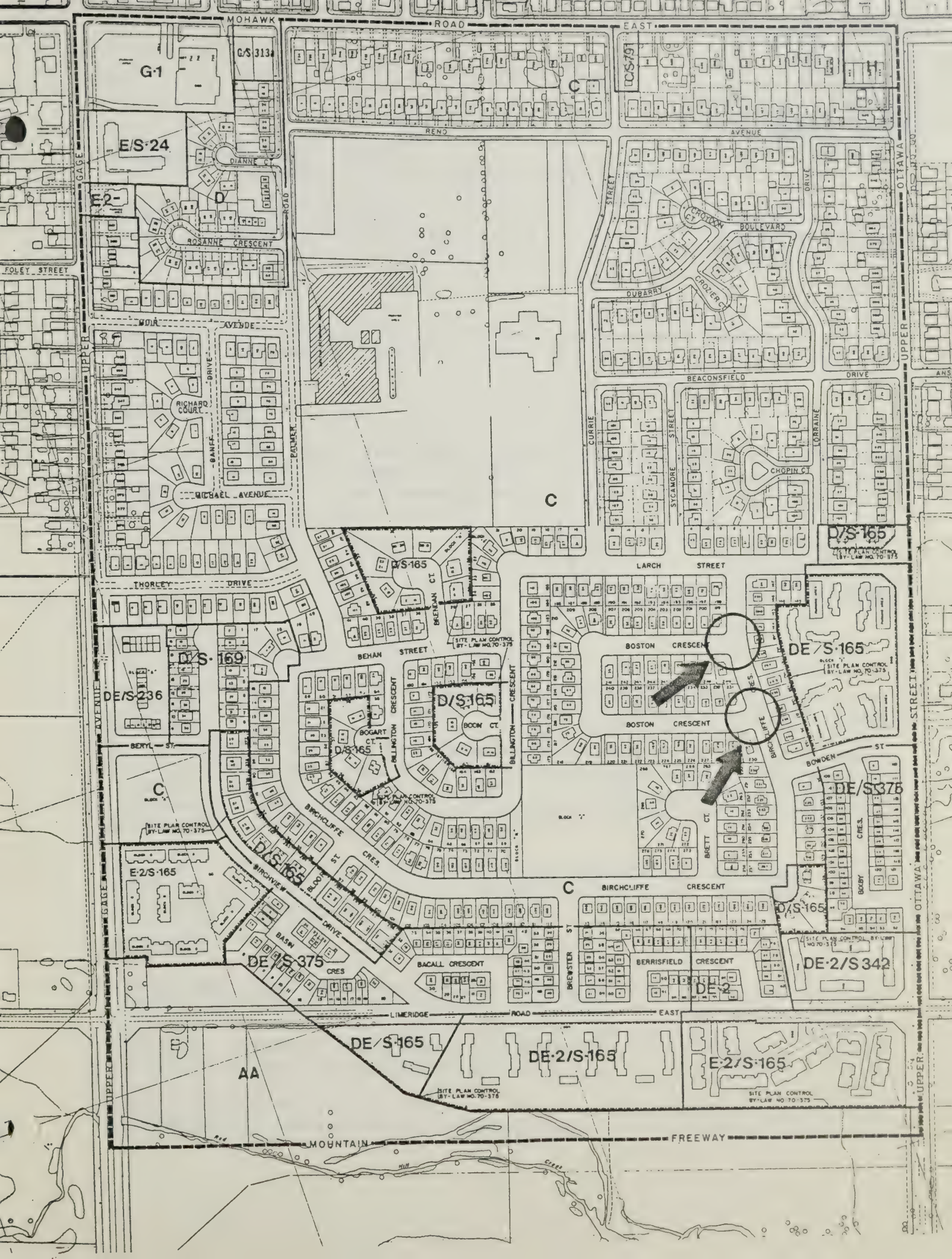
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting, and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Mrs. Phyllis Dagg, 155 Birchcliffe Crescent, requesting that either stop signs or yield signs be erected on the north and south legs of Boston Crescent at the intersection of Birchcliffe Crescent. Boston Crescent is a "U" shaped street, which intersects with Birchcliffe Crescent at two locations. The subject intersection are "T" intersections, and presently there are no intersection control signs.

Traffic Department records indicate that the two intersections are operating safely with only one reported collision at one of the intersections and none at the other in at least the past seven years. However, as a safety measure related to the right-of-way, the Traffic Department could agree to erecting stop signs such that eastbound traffic on both the north and south legs of Boston Crescent would be required to stop for northbound and southbound traffic on Birchcliffe. Therefore, the Traffic Department concurs with the request.


MOHAWK ROAD EAST
G-1
C/S-313
C
C/S-791
H
E/S-24
DIANNE CT.
D
E-2
ROSANNE CRESCENT
FOLEY STREET
GAGE
ROAD
RENO AVENUE
CROZIER STREET
CROZIER CT.
BOULEVARD
DUBARRY
DRIVE
UPPER OTTAWA
BEACONSFIELD
DRIVE
CURRIE
SYCAMORE STREET
LORRAINE
CHOPIN CT.
RICHARD COURT
BANFF
PALMER
MICHAEL AVENUE
THORLEY DRIVE
D/S-165
LARCH STREET
BEHAN STREET
BEHAN CT.
SITE PLAN CONTROL BY-LAW NO. 70-375
D/S-169
DE/S-236
BOSTON CRESCENT
DE/S-165
BERYL ST.
BOGART CT.
BILLINGTON CRESCENT
BOOM CT.
BIRCHCLIFFE CRES.
BRETT CT.
BOWDEN ST.
DE/S-375
BODBY CRES.
E-2/S-165
BIRCHVIEW DRIVE
BASIN CRES.
BACALL CRESCENT
BREWSTER ST.
BERRISFIELD CRESCENT
DE-2/S-342
DE-2
LIMERIDGE ROAD EAST
AA
DE-2/S-165
E-2/S-165
MOUNTAIN FREEWAY

FOR ACTION

12(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 07
COMM FILE: TEC-251-88
DEPT FILE: 3-9.4

SUBJECT: Intersection of King Street West and Bond Street-
Intersection Control.

RECOMMENDATION:

That the existing supervised school crosswalk across King Street West at Bond Street be relocated to a midblock location approximately 100 feet west of Bond Street at the curve in the roadway directly in front of George R. Allan Public School.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of a traffic signal at King Street West and Bond Street as requested by Alderman Kiss would require an expenditure of approximately $50,000.00, with no subsidy support available from the Ministry of Transportation of Ontario. The installation of stop signs at King and Bond would result in additional motor vehicle operating costs of approximately $190,000.00 per year, and the installation of a traffic signal would result in approximately $76,000.00 in increased operating costs per year. Either device would result in increased collision costs.

Sufficient funds have been provided in the 1989 Traffic Department budget estimates to cover the cost of relocating the school crosswalk, as is recommended in this report.

BACKGROUND:

Alderman Mary Kiss has requested that a traffic signal or a four-way stop control be implemented at the intersection of King Street West and Bond Street, since she has expressed concern that the intersection is "extremely hazardous". Presently, northbound and southbound traffic on Bond is required to stop for eastbound and westbound traffic on King.

Traffic Department records indicate that over the past ten years this intersection has experienced an average of only 1.8 motor vehicle collisions

per year. Only one collision every two years has involved a vehicle entering or crossing King from Bond. This is a favourable collision record for this type of intersection. The average collision rate at signalized intersections in Hamilton is approximately 5.2 collisions per year. Thus, the installation of a traffic signal would likely increase the number of collisions at this intersection. In the same ten year period, there has been only one reported pedestrian collision at this intersection. This collision occurred on 1987 June 17, when a six year old stepped northbound from the south-east corner into the side of an eastbound vehicle. Although these type of incidents are regrettable, this is a good pedestrian collision rate which could probably not be improved by the installation of a traffic signal.

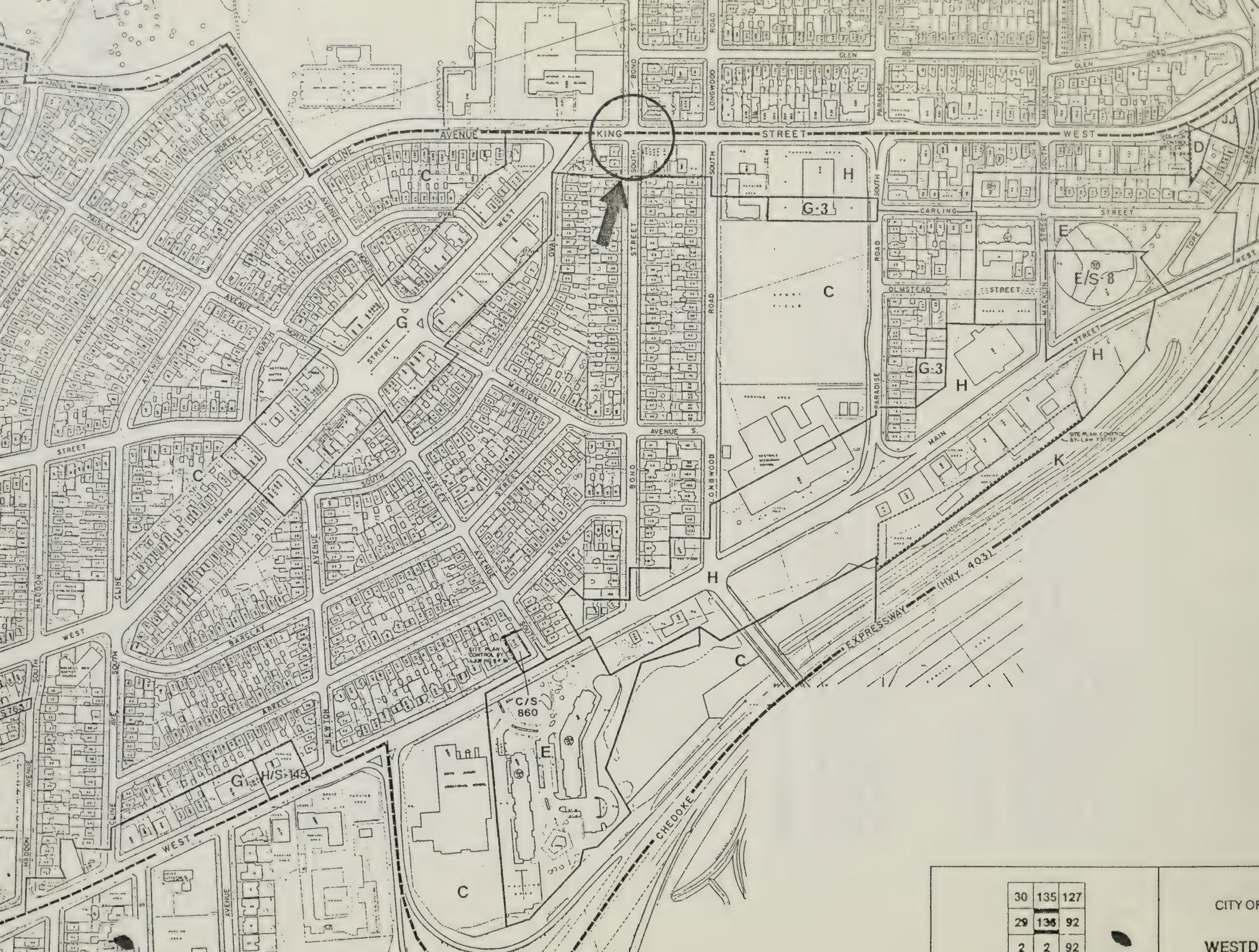
The intersection of King and Bond is only 200 feet west of the traffic signal at King and Longwood. Thus, there would be a severe conflict between the traffic signal indication at Longwood and stop signs for eastbound motorists on King at Bond. Experience has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for the motorist, in that the motorist "attempting to make the green light" fails to observe the stop signs. This could lead to a more serious condition if pedestrians and motorists crossing King expect the motorists to stop, and the motorists fail to stop for the stop signs. Also, there is a sharp curve on King Street, west of Bond which would restrict the visibility of any intersection control device for eastbound motorists approaching Bond. This visibility restriction would also result in less than perfect compliance of a sign or signal. It is concluded that it is less safe to install a traffic control device which motorists will disobey than to leave the intersection uncontrolled such that the pedestrians and motorists alike are aware of the situation.

Conditions at King and Bond do not satisfy the criteria for the implementation of all-way stop control. Also, the Ontario Ministry of Transportation requires that traffic signal warrants be satisfied in order to receive Provincial subsidy. However, the warrants are not met primarily because the traffic volumes on Bond are extremely low. The maximum number of vehicles on Bond entering or crossing King in the morning or evening peak hour is less than 50 vehicles per hour, while approximately 1000 vehicles per hour use King during the same time periods. It is unreasonable to expect such high King Street volumes to stop for an unwarranted control device at a low volume street such as Bond, and it is simply not reasonable or possible to install a traffic signal at every intersection along an arterial street.

The basic problem is that while there is presently a school traffic officer assigned to the west leg of the intersection of King and Bond, because of the curve in the roadway west of the intersection, the guard is not adequately visible to eastbound motorists. Also, there could be a conflict between the guard and the traffic signal at King and Longwood. Therefore, the Traffic Department recommends that the supervised school crosswalk be relocated to a location on the curve, approximately 100 feet west of Bond, such that it will be readily visible to motorists in both directions on King. The Principal of George R. Allan School and a representative of the Regional Police Department have both advised that they concur with the recommendation.

In summary, the intersection of King and Bond has experienced a favourable collision rate over the past ten years. The implementation of an unwarranted four-way stop or traffic signal would increase the potential for collisions at

this location, especially due to the close proximity of the intersection to the traffic signal at King and Longwood and due to restricted visibility created by the curve on King west of Bond. For these reasons, the Traffic Department does not recommend that four-way stop control or a traffic signal be installed at this location. However, to improve conditions for pedestrians it would be appropriate to relocate the supervised school crosswalk.



30	135	127
29	136	92
2	2	92

CITY OF

WESTD

FOR ACTION

13(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 January 31
COMM FILE: TEC-33-89
DEPT FILE:

SUBJECT: No. 20 Crestwood Drive - Request for reserved permit parking spaces for handicapped residents.

RECOMMENDATIONS:

a) That a permit parking regulation be implemented on south side of Crestwood Drive, commencing at a point 142 feet east of David Avenue and extending to a point 40 feet easterly therefrom; and

b) That The Director of Traffic Services be authorized to issue one parking permit to each of the two handicapped residents of 20 Crestwood Drive; and

c) That the City Traffic By-law 66-100 be amended accordingly;

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for the permits will off-set the cost to some degree.

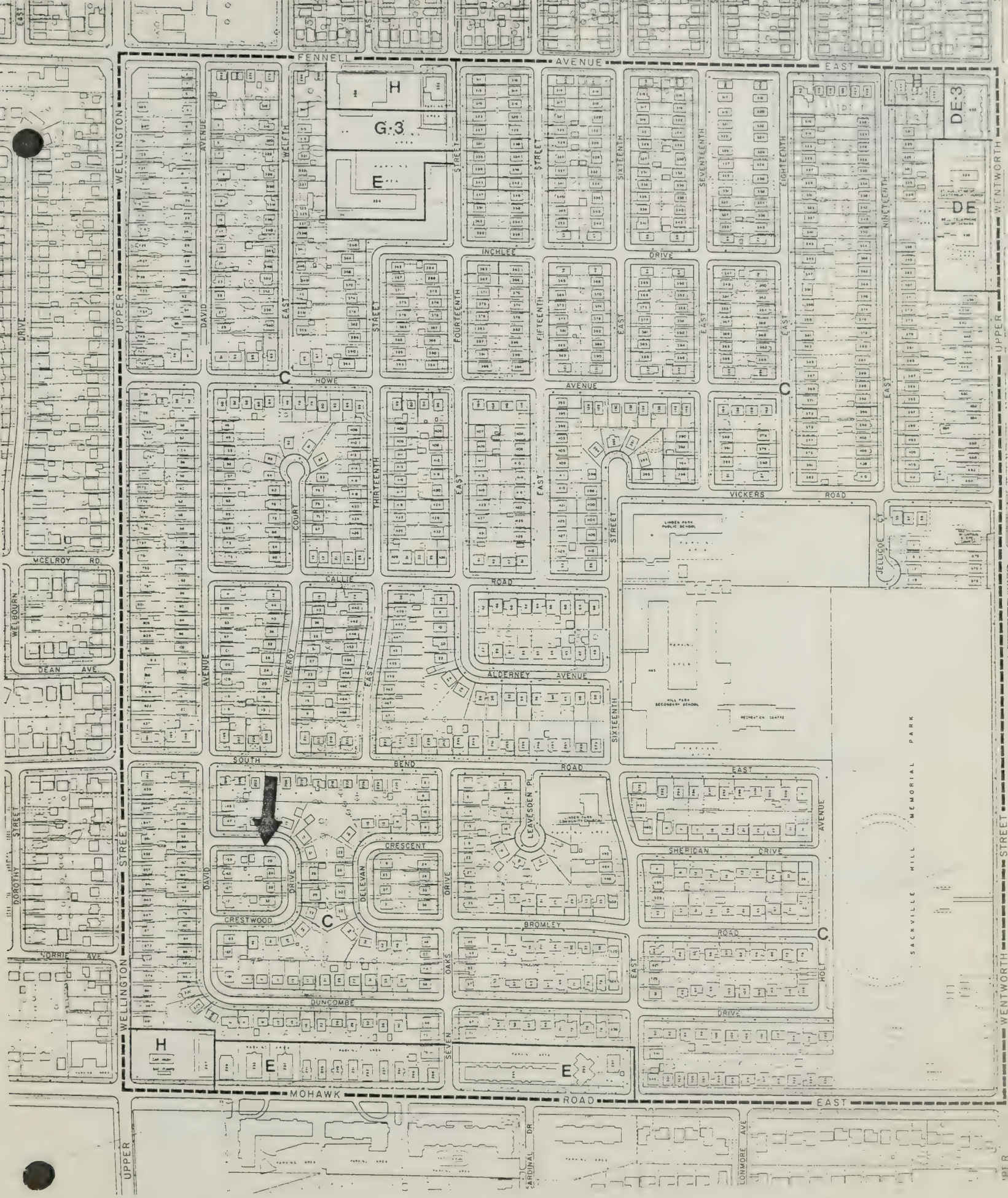
BACKGROUND:

Alderman Henry Merling has advised for a request from Mr. Douglas Moore, 20 Crestwood Drive, that two reserved permit parking spaces be designated on the street in front of his home since both he and his son are disabled. Presently, unrestricted free parking exists on both north and south sides of Crestwood Drive in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents home. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Moore and his son both possess valid handicapped permits. An investigation has revealed that there are two off-street spaces on the private property. However, there are apparently three vehicles registered to the property and Mr. Moore has expressed concern that he is frequently required to move one of the vehicles from the driveway to allow another into and out of the driveway. Casual observations have revealed that the street is generally lightly parked. Therefore, the implementation of two reserved on-street spaces for these residents should not create any parking problems for other residents, and the Traffic Department concurs with the request.

Although the policy is to implement individual spaces, the Traffic Department supports the request for two reserved spaces since there are two handicapped residents at this address and since the spaces are immediately adjacent to the applicant's property.


FENNELL AVENUE EAST
WELLINGTON
UPPER
WENTWORTH
STREET
DRIVE
DAVID
AVENUE
WELFTH
EAST
STREET
FOURTEENTH
FIFTEENTH
SIXTEENTH
SEVENTEENTH
EIGHTEENTH
NINETEENTH
INCHLEE
DRIVE
HOWE
AVENUE
THIRTEENTH
COURT
VICEROY
CALLIE
ROAD
ALDERNEY
AVENUE
VICKERS
ROAD
JELLICOE CT
LINDEN PARK PUBLIC SCHOOL
HILL PARK SECONDARY SCHOOL
RECREATION CENTRE
MCELROY RD.
WELBOURN
DEAN AVE.
DOROTHY
STREET
VORRIE AVE.
SOUTH
BEND
ROAD
CRESCENT
DRIVE
DELEVAN
CRESTWOOD
DUNCOMBE
LEAVESDEN PL.
LINDEN PARK COMMUNITY CHURCH
BROMLEY
OAKS
SHERIDAN
DRIVE
ROAD
HOLT
DRIVE
SACKVILLE HILL MEMORIAL PARK
MOHAWK ROAD EAST
CARDINAL DR
LONMORE AVE
H
G-3
E
DE-3
DE
C
H
E
E

FOR ACTION

13(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 6
COMM FILE: TEC-35-89
DEPT FILE: 3-9.1

SUBJECT:

428 Dundurn Street South - Request for a Reserved Permit Parking Space for a Handicapped resident.

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the west side of Dundurn Street South, commencing at a point 86 feet north of Glenside Avenue and extending to a point 21 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Doris Dean, 428 Dundurn Street South; and

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

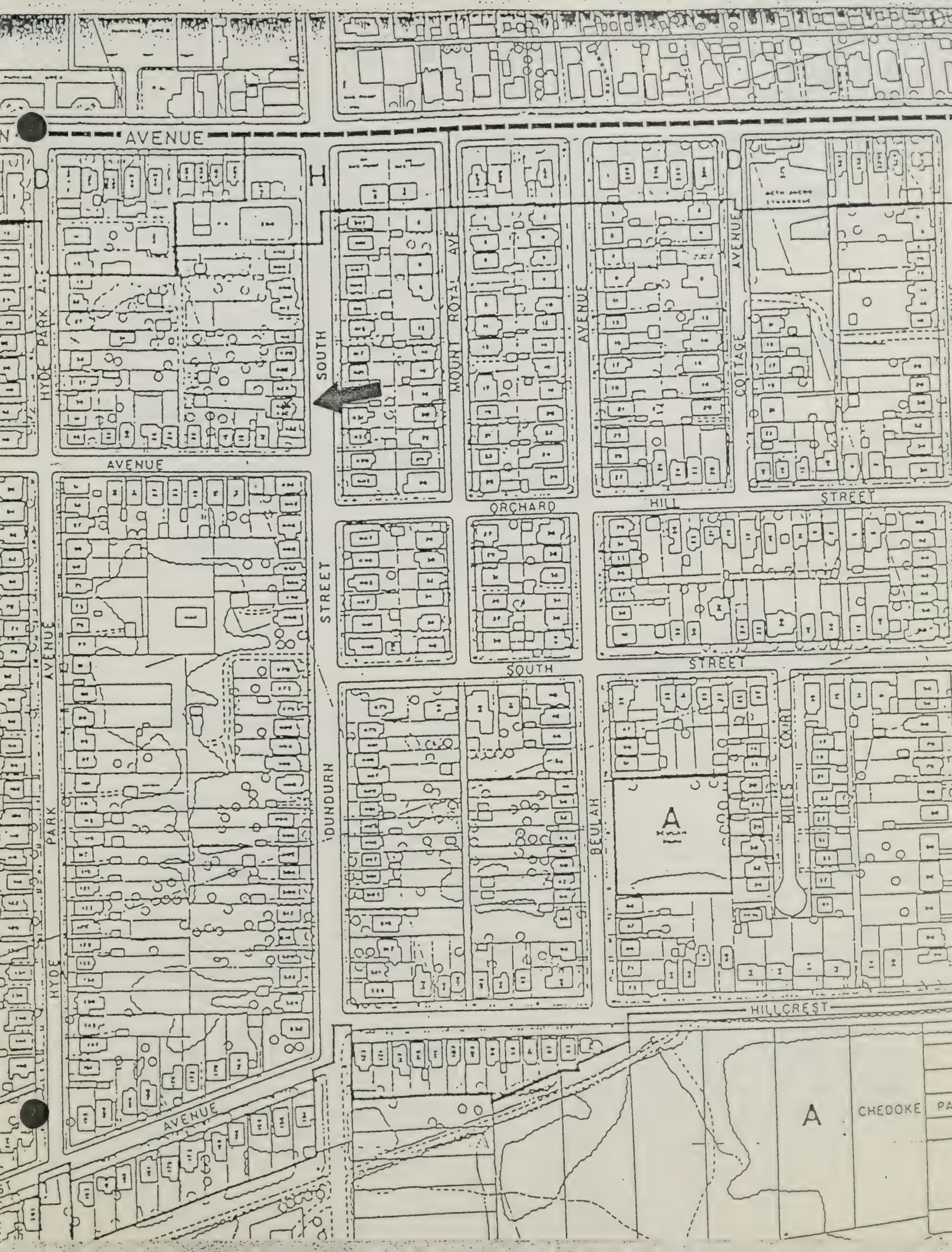
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. H. Dean of 428 Dundurn Street South has requested that a reserved permit parking space be designated on the street in front of his home since his wife is handicapped. Presently, there is unrestricted free parking on both sides of the street in this area. The City Council on 1987 December 8th, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mrs. Dean possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, it appears that Mrs. Dean has a genuine need for a reserved on-street parking space directly in front of her home, and the Traffic Department concurs with this request.


AVENUE
H
HYDE PARK
SOUTH
MOUNT ROYAL AVE
AVENUE
AVENUE
COTTAGE
AVENUE
AVENUE
ORCHARD
HILL
STREET
STREET
STREET
SOUTH
STREET
PARK
AVENUE
HYDE
DUNDURN
BEULAH
A
HILLS COURT
HILLCREST
AVENUE
A
CHEDOKE

14.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 2
COMM FILE: TEC-32-89
DEPT FILE: 3-9.5

SUBJECT:

21 Cambridge Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing Residential Boulevard Parking Agreement between the City and Audrey H. Worthington, registered as instrument number 202782 C.D. to the property at 21 Cambridge Avenue be discharged, at the property owner's expense; and,

b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On 1981 December 02, a Residential Boulevard Parking Agreement was registered, in error, against the property located at No. 21 Cambridge Avenue as instrument number 202782 C.D. The City Solicitor's Department has informed us that the previous owner or authorized agent for the property at No. 297 Roxborough Avenue had intended to register the agreement to allow a vehicle to be parked partially on the boulevard in front of No. 297 Roxborough, but typed an incorrect letter on the legal description and the agreement was inadvertently registered to No. 21 Cambridge. There is no front yard parking space at No. 21 Cambridge.

L.H.P. Panek, Solicitor for James and Monica Montgomery, the present owners of 21 Cambridge Avenue, has requested that this agreement be discharged, and the Traffic Department concurs with the request. The Traffic Department will forward another agreement to the current property owner at No. 297 Roxborough for execution and legalization of the existing residential boulevard parking space.


THE CENTRE HALL
BARTON STREET EAST
ARGYLE AVE
NEWLANDS AVE
ALBANY ST
CAMPBELL AVENUE
HOPE AVE
EDINBURGH AVE
BRITANNIA AVE
CANNON STREET EAST
CAMBRIDGE AVE
ROXBOROUGH AVENUE
DUNSMURE ROAD
MAIN STREET EAST
OTTAWA STREET NORTH
KENILWORTH AVENUE NORTH
CARLISLE ST
LOUGH
FRASER
AGNES ST
WORMAN ST
ELLIS AVE
ROBINS AVE
ALMONDALE ST
ALICE ST
LONDON
PARK ROW NORTH
FREDERICK
PROVINCE
GRAHAM AVE
MOUNTAIN AVE
WEXFORD AVE
HIXALE AVE
UXZOO AVE
EDGEMONT
HAMILTON
WATER
RIGHT OF WAY
(PIPE LINE)
WORKS
H-S-10
H-S-837
G-S-372
G-2
G-3
D
B
H

FOR ACTION

15.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: TEC-37-89
DEPT FILE: 3-9.1

SUBJECT:

Kingfisher Drive at Curlew Avenue - Bus Stop Relocation.

RECOMMENDATION:

a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:

- Limeridge Route - Southbound - Delete - Kingfisher Drive at Curlew Avenue (F/S)

  - Add - Kingfisher Drive at Limeridge Road (N/S)

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company requesting that the existing far-side bus stop at the southwest corner of Kingfisher Drive and Curlew Avenue be relocated to a nearside location at the northwest corner of the intersection. The H.S.R. recommends this relocation to improve the bus stop spacing on the Route 45 Limeridge bus, and to better service the local residential area.

The Traffic Department has reviewed the proposed bus stop relocation and finds it satisfactory from a traffic point of view. The proposed bus stop would not result in any loss of on-street parking, since Kingfisher is signed "No Parking" in this area. Therefore, the Traffic Department concurs with this request.

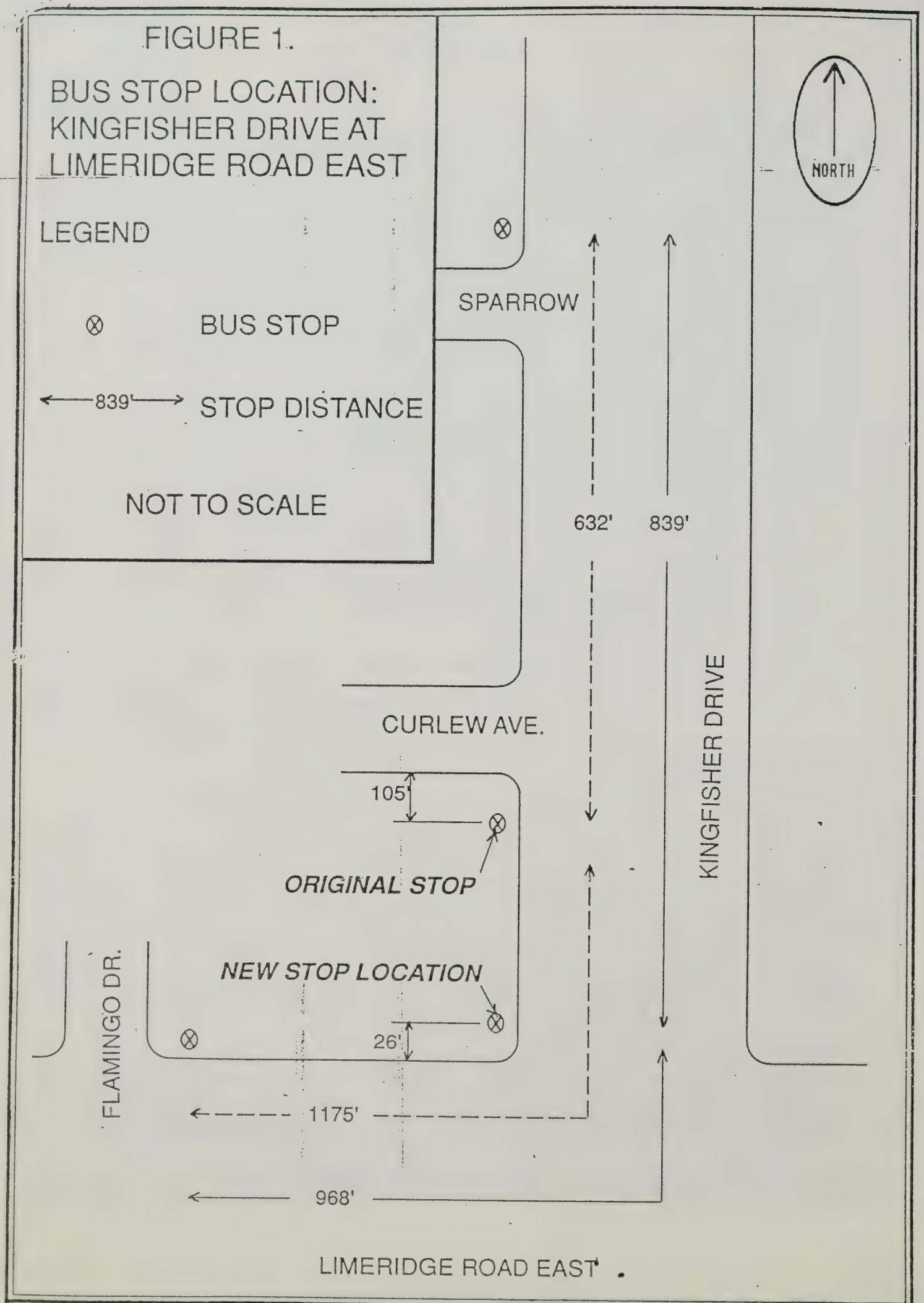


FIGURE 1.
BUS STOP LOCATION:
KINGFISHER DRIVE AT
LIMERIDGE ROAD EAST
LEGEND
BUS STOP
839'
STOP DISTANCE
NOT TO SCALE
NORTH
SPARROW
632'
839'
KINGFISHER DRIVE
CURLEW AVE.
105'
ORIGINAL STOP
NEW STOP LOCATION
26'
FLAMINGO DR.
1175'
968'
LIMERIDGE ROAD EAST

FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: TEC-40-89
DEPT FILE: 3-9.8

SUBJECT:

Neighbourhood Watch Program for the Hamilton Beach Neighbourhood.

RECOMMENDATION:

a) That the Hamilton Beach Neighbourhood be designated as a Neighbourhood Watch Area; and

b) That Neighbourhood Watch signs for the Hamilton Beach Neighbourhood be erected and maintained by the City Traffic Department, as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined as the Regional Police Department; and

c) That the necessary funds be charged to Account 0345-0560 (Neighbourhood Watch Program).

Murray F. Main

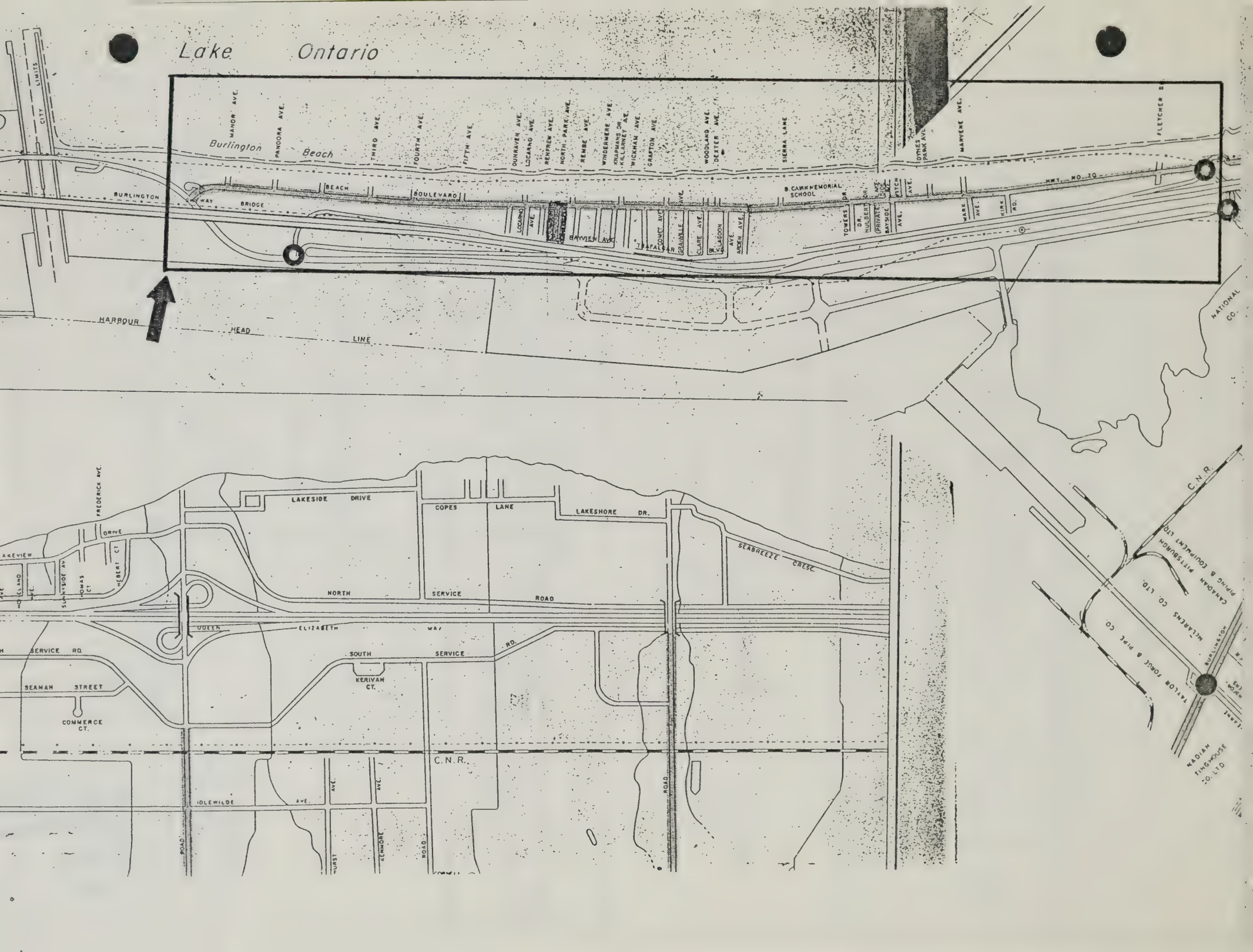
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The estimated cost for these signs is $500.00 and $6,000.00 has been provided in the 1989 budget estimates within the Neighbourhood Watch account. Therefore, $5,500.00 would remain in the Neighbourhood Watch account for the remainder of 1989.

BACKGROUND:

The Regional Police Department has confirmed that the Hamilton Beach Neighbourhood has an active Neighbourhood Watch Program, and have requested that this neighbourhood be signed accordingly.

Sufficient funds are available for the erection of neighbourhood watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.


Lake Ontario
Burlington Beach
CITY LIMITS
BURLINGTON
BRIDGE
BEACH
BOULEVARD
MANOR AVE.
PANORA AVE.
THIRD AVE.
FOURTH AVE.
FIFTH AVE.
DUNRAVEN AVE.
LOCARNO AVE.
RENFREW AVE.
NORTH PARK AVE.
REMBE AVE.
WINDERMERE AVE.
KNAPMANS DR.
KILLARNEY AE.
WICKMAN AVE.
GRAFTON AVE.
WOODLAND AVE.
DEXTER AVE.
SIERRA LANE
TOMIES PARK AVE.
MARVENE AVE.
FLETCHER
HWY. NO. 20
B. CARR MEMORIAL SCHOOL
TOWERS DR.
DR. HULBERT (PRIVATE)
LAKE SIDE
BAYSIDE AVE.
WITCH AVE.
MARK AVE.
KIRK RD.
LOCARNO AVE.
HAMILTON LANE
TRAFALGAR
COMET AVE.
GRANVILLE AVE.
CLARE AVE.
BLVD.
LAGOON AVE.
ARDEN AVE.
HARBOUR HEAD LINE
NATIONAL CO.
FREDERICK AVE.
DRIVE
LAKEVIEW
SUNNYSIDE AV.
THOMAS CT.
HEBERT CT.
LAKESIDE DRIVE
COPES LANE
LAKESHORE DR.
SEABREEZE CRESC.
NORTH SERVICE ROAD
QUEEN ELIZABETH WAY
SERVICE RD.
SOUTH SERVICE RD.
SEANAN STREET
KERIVAN CT.
COMMERCE CT.
C.N.R.
IDLEWILDE AVE.
ROAD
HURST AVE.
ELMMORE AVE.
ROAD
ROAD
C.N.R.
CANADIAN PITTSBURGH PIPING & EQUIPMENT LTD.
McLAREN'S CO. LTD.
TAYLOR FORGE & PIPE CO.
BURLINGTON
WADLIN FINGHOUSE CO. LTD.

17.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: 3-9.1
DEPT FILE: TEC-39-88

SUBJECT: Consolidations of various City of Hamilton By-laws in conjunction with Part II of the Provincial Offences Act.

RECOMMENDATION:

a) That By-law No. 75-155 (Parking of Motor Vehicles on Private Property and Municipal Property) be consolidated; and

b) That By-law No. 66-100 To Regulate Traffic be consolidated; and

c) That By-law No. 77-221 (The Parks By-law) be consolidated; and

d) That By-law No. 75-168 (Fire Routes) be consolidated; and

e) That the Traffic Department be directed to prepare the necessary documents for the City of Hamilton to enter into Part II of the Provincial Offences Act.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Summary Convictions Act R.S.O. 1970 currently dictates Court proceedings in Ontario as related to parking infractions. However, on 1989 September 01, this

Act will be replaced with the Provincial Offences Act. Each Ontario Municipality has an option of entering into a system of Court proceedings for municipal parking infractions under either Part II or Part III of this Act. Under Part III of the Act, Court proceedings follow procedures similar to those currently set out in the Summary Convictions Act. However, Police Forces across Ontario have taken the position that, after 1989 September 01, Police Officers will no longer serve summonses for Court appearances in relation to municipal parking infractions, since the municipalities will have an option of entering into a system (Part II) which does not require the serving of summonses, and their manpower can be used more effectively elsewhere. Therefore, it is apparent that if the municipality chooses to adopt the procedures of Part III, the municipality must acquire the services of Summons Servers.

Part II of the Act affords several excellent advantages over the present system. Under Part II of the Act, motorists receiving parking infraction notices (tags) will be permitted to pay the voluntary payment as specified by the municipal By-law within 7 days as is presently the case. However, the motorist will have an option of an extended payment period of up to 15 days and paying a penalty out of Court which is determined by the Chief Judge of Ontario. Those persons wishing to contest the charge in Court may request a hearing. If a person ignores the parking infraction notice altogether, a conviction will be imposed without a trial, and renewal of their vehicle registration will be refused by the Ministry of Transportation until all outstanding fines are paid. The Ministry will then reimburse the municipality any outstanding fines which are collected. This is one major advantage of Part II in that the municipality is much more likely to receive revenues from the Court where as presently, the Court routinely dismisses charges if there is any question as to the validity of the serving of the summons, and the municipality subsequently receives no payment whatsoever. Opting into Part II of the Provincial Offences Act will very much streamline the process of enforcement and prosecution and will be more effective in dealing with persistent violators who do not pay their parking fines.

Prior to opting into Part II of the Act, the Provincial Offences Act Implementation Office of the Ministry of the Attorney General's Office has requested that the City of Hamilton provide certified copies of all municipal by-laws related to parking so that the by-laws may be filed with the Court. The Ministry of the Attorney General's Office has also advised that it would be appropriate to consolidate all of the by-laws in order that the Justices of the Peace have the most accurate and concise information available during court proceedings.

The Traffic Department has consolidated all by-laws which include provisions for parking infractions and made minor administrative and "housekeeping" revisions, as well as removing all references to the Summary Convictions Act. No changes have been made which alter the intent of the by-laws or Council resolutions. By copy of this report the Personnel and the Parks and Recreation Committees will be informed of the consolidations of the Parks By-law and Fire Route By-law which are under their respective jurisdictions.

cc: Mrs. S. Reeder, Secretary
Personnel Committee

cc: Mr. R.C. Prowse, Secretary
Parks and Recreation Committee

FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. Heintz
Secretary, Keep Hamilton Clean Committee

DATE: 1989 February 1
COMM FILE:
DEPT FILE: KHCCC

SUBJECT: Disposal of Bulk Items, Tires and Cardboard

RECOMMENDATION:

That the Transport and Environment Committee be requested to take decisive action concerning the ultimate disposal of bulk items, tires and cardboard.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Keep Hamilton Clean Citizen's Committee, at its meeting held on 1989 January 9, reviewed the implications of the current disposal methods of the above-noted items on the cleanliness and tidiness of the City of Hamilton.

The minutes of that meeting read, in part, "Concern was also expressed about the ultimate disposition of tires, bulk items (normally collected by the City or its Contractor) as well as cardboard. These items are frequently found in ravines and vacant lots since some of them are difficult to dispose of legally or the residents are unaware of the proper way to dispose of same.

The Secretary was directed to write to the Transport & Environment Committee about this matter and request decisive action on this problem so that these items no longer show up in the ravine areas and vacant lots".

It would be appreciated if you would advise the Keep Hamilton Clean Citizen's Committee of the action taken on this recommendation by your Committee.

DH

cc - Alderman B. Hinkley, Chairman, Keep Hamilton Clean Citizen's Committee

19.

FOR ACTION

REPORT TO: Chairman and Members,
Transport and Environment Committee,
Attn: Mr. R. C. Prowse, Secretary

FROM: K. A. Rouff,
City Solicitor

DATE: 2 February 1989
COMM FILE: 3-11.10
DEPT FILE: 40-61.2
(S.F. 13)

SUBJECT:

Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

RECOMMENDATION:

That the attached draft by-law be enacted by City Council.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

With the adoption of Section 27 of the 2nd Report of the Transport and Environment Committee, City Council at its meeting held on January 31, 1989 directed the City Solicitor to prepare the necessary by-law. The rates have been established after consideration of the actual trend of construction costs noted during 1988 for these various works. The new rates are intended for application to projects initiated during 1989.

c.c. Mr. G. S. Spencer,
Commissioner of Engineering
Attn: Mr. R. Meiers (File: T104-10)
c.c. Mr. E. C. Matthews,
City Treasurer
Attn: Mr. D. Goodman

20.

SUMMARY OF 1989 EXPENDITURE ESTIMATES OF THOSE BUDGETS TO BE REVIEWED BY THE TRANSPORT AND ENVIRONMENT COMMITTEE

Description (1)	1988 Projected Actual (2)	1988 Estimate (3)	Adjustment to 1988 Estimate Increase (Decrease) (4)	Inflationary Cost (5)	Expansion Service Level (6)	1989 Original Estimate (3+4+5+6) (7)	Council/ Committee Adjustment Increase (Decrease) (8)	1989 Resultant Appropriation (7+8) (9)	Increase (Decrease) Over 1988 Estimate Amount (9-3) (10)	Increase (Decrease) Over 1988 Estimate Percent (10/3) (11)
TRAFFIC										
-For City	3,259,735	3,287,560	102,120	113,180	208,360	3,711,220	(86,070)	3,625,150	337,590	10.3%
PUBLIC WORKS										
-Streets Division	14,215,027	14,488,700	619,370	568,190	685,950	16,362,210	(263,910)	16,098,300	1,609,600	11.1%
Central Services										
-Garage Division		0	(308,380)	308,380		0		0	0	
TOTAL PUBLIC WORKS	14,215,027	14,488,700	310,990	876,570	685,950	16,362,210	(263,910)	16,098,300	1,609,600	11.1%
SERVICES PURCHASED										
FROM THE REGION										
-Local Roads	3,681,700	3,694,400	333,600	23,610	122,090	4,173,700	(293,000)	3,880,700	186,300	5.0%
-School Crossing Guards	726,456	726,450	117,570	40,640		884,660		884,660	158,210	21.8%
-Pollution Control	75,300	71,200	19,600	4,500		95,300	(9,000)	86,300	15,100	21.2%
TOTAL SERVICES PURCHASED	4,483,456	4,492,050	470,770	68,750	122,090	5,153,660	(302,000)	4,851,660	359,610	8.0%
TOTAL CITY SERVICES	21,958,218	22,268,310	883,880	1,058,500	1,016,400	25,227,090	(651,980)	24,575,110	2,306,800	10.4%

THE CORPORATION OF THE CITY OF HAMILTON

PGM NO. PUPYBL34

DATE 02/16/89 *PUBLIC WORKS-FOR CITY** TREASURY EXPENDITURE ESTIMATES PAGE 1

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT CODE OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	01	ADMINISTRATION										
	01	SALARIES AND WAGES	612,335	579,110	17,380+	20,870	31,140	648,500		648,500	69,390+	12.0+
	02	TEMPORARY HELP-OUTSIDE AGENCIES	7,205	2,500	2,580+			5,080	2,580-	2,500		
	03	EMPLOYEE BENEFITS	86,572	91,700	6,420+	2,440	5,610	106,170		106,170	14,470+	15.8+
	11	TELEPHONES	2,777	750		30		780		780	30+	4.0+
	12	ADVERTISING AND PUBLICITY	3,307	3,750		190		3,940		3,940	190+	5.1+
	16	POSTAGE	2,483	1,370	500+	40		1,910		1,910	540+	39.4+
	21	OFFICE SUPPLIES AND STATIONERY	13,406	12,920		580		13,500		13,500	580+	4.5+
	23	OPERATING SUPPLIES-M.M.S.	1,562	1,570		70		1,640		1,640	70+	4.5+
	24	BEAUTIFICATION JUDGING EXPENSES	5,208	4,760		210		4,970		4,970	210+	4.4+
	27	UNIFORMS, CLOTHING AND ACCESSORIES	177,945	135,950		6,120		142,070		142,070	6,120+	4.5+
	29	LITTER BASKETS		6,080		270		6,350		6,350	270+	4.4+
	31	REPAIRS AND MAINTENANCE-OFFICE EQUIPMENT	3,416	3,500		160		3,660		3,660	160+	4.6+
	34	REPAIRS AND MAINTENANCE-ELECTRICAL EQUIPMENT	225									
	35	REPAIRS AND MAINTENANCE-RADIO EQUIPMENT	8,335	4,610	1,000+	210		5,820		5,820	1,210+	26.2+
	50	PROVISION FOR SERVICING AND REPLACEMENT OF CALCULATORS	360	360		20		380		380	20+	5.6+
	71	OFFICE EQUIPMENT	247	260		10	14,000	14,270		14,270	14,010+	
	73	RADIOS			2,200+			2,200		2,200	2,200+	

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	01	ADMINISTRATION										
	74	OFFICE FURNISHINGS	3,600	3,600		160		3,760		3,760	160+	4.4+
	75	OPERATING EQUIPMENT	470	2,630		120		2,750		2,750	120+	4.6+
	81	RENTAL-CAR POOL	34,404	41,180		1,850		43,030	2,000-	41,030	150-	.4-
	83	RENTAL-OFFICE EQUIPMENT	3,670	1,580	700+			2,280		2,280	700+	44.3+
	91	TRAVELLING	4,021	4,160	1,750+			5,910	1,830-	4,080	80-	1.9-
	93	MEMBERSHIPS AND SUBSCRIPTIONS	1,413	1,250		60		1,310		1,310	60+	4.8+
	94	STAFF TRAINING COURSE	13,008	16,230	15,750+	730		32,710	4,000-	28,710	12,480+	76.9+
	96	MEETING EXPENSES	380		300+	20		320		320	320+	
	97	LICENCE FEES-MOBILE RADIOS	202	420				420		420		
	98	OPERATING ACCOUNT-VARIANCE	305,335-									
		ACTIVITY TOTALS	681,216	920,240	48,580+	34,160	50,750	1053,730	10,410-	1043,320	123,080+	13.4+
	02	PUBLIC WORKS EMPLOYEES ON UNION BUSINESS										
	01	SALARIES, WAGES AND BENEFITS	18,470									
	99	RECOVERY OF WAGES AND BENEFITS FROM UNION	15,895-									
		ACTIVITY TOTALS	2,575									

ACCOUNT DEPT (1)	ACCT OBJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
03		DISTRICT YARD MAINTENANCE INCLUDING MOTOR VEHICLE MAINTENANCE										
	01	SALARIES, WAGES AND BENEFITS	546,014	579,370		17,380		596,750		596,750	17,380+	3.0+
	11	TELEPHONES	13,273	8,050		360		8,410		8,410	360+	4.5+
	13	WATER RATES AND SEWER SURCHARGE	8,999	6,840		170		7,010		7,010	170+	2.5+
	14	LIGHT AND POWER	27,556	22,190		1,000		23,190		23,190	1,000+	4.5+
	15	FUEL	36,448	44,500				44,500		44,500		
	19	CONTRACTUAL SERVICES	4,594	5,060		230		5,290		5,290	230+	4.5+
	23	OPERATING SUPPLIES	32,546	38,400		1,730		40,130		40,130	1,730+	4.5+
	28	SURGICAL AND MEDICAL	138									
	31	REPAIRS AND MAINTENANCE-EQUIPMENT	11									
	32	REPAIRS AND MAINTENANCE-GROUNDS	16,314	20,000		900		20,900		20,900	900+	4.5+
	33	REPAIRS AND MAINTENANCE-BUILDINGS	15,891	13,240		600		13,840		13,840	600+	4.5+
	36	REPAIRS AND MAINTENANCE-SPECIFIC MAJOR REPAIRS	33,225	33,590		1,510		35,100		35,100	1,510+	4.5+
	42	INSURANCE	715	440		20		460		460	20+	4.5+
	73	SMALL TOOLS	79,934	62,400		2,810		65,210		65,210	2,810+	4.5+
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,104	1,100		50		1,150		1,150	50+	4.5+
	87	RENTAL-OTHER FACILITIES	6,211	6,170		280		6,450		6,450	280+	4.5+

ACCOUNT DEPT (1)	ACCT (1)	OBJECT (1) DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLATIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIATION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	03	DISTRICT YARD MAINTENANCE INCLUDING MOTOR VEHICLE MAINTENANCE										
		ACTIVITY TOTALS	822,973	841,350		27,040		868,390		868,390	27,040+	3.2+
	06	EMERGENCY MEASURES										
	23	OPERATING SUPPLIES					55,000	55,000	27,500-	27,500	27,500+	
		ACTIVITY TOTALS					55,000	55,000	27,500-	27,500	27,500+	
	07	GARBAGE-COLLECTION										
	01	SALARIES, WAGES AND BENEFITS (WAGE STAFF)	2947,087	2872,290	111,000+	86,170		3069,460		3069,460	197,170+	6.9+
	03	EMPLOYEE BENEFITS	37,760	42,620		1,280		43,900		43,900	1,280+	3.0+
	12	ADVERTISING AND PUBLICITY	9,226									
	18	BULK COLLECTION CONTRACT -TRICIL	171,188	173,470		7,110		180,580		180,580	7,110+	4.1+
	19	BULK COLLECTION CONTRACT -LAIDLAW	137,522	190,120		7,790		197,910		197,910	7,790+	4.1+
	23	OPERATING SUPPLIES	1,585	4,390		200		4,590		4,590	200+	4.6+
	27	UNIFORMS, CLOTHING AND ACCESSORIES	33,835	24,600		1,110		25,710		25,710	1,110+	4.5+
	36	REPAIR OF AUTOMOTIVE BLDG.	9,991	8,230		370		8,600		8,600	370+	4.5+
	72	AUTOMOTIVE EQUIPMENT		680		30		710		710	30+	4.4+
	74	FURNISHINGS	680									

ACCOUNT DEPT (1)	ACCT OBJT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (3+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	07	GARBAGE-COLLECTION										
	81	RENTAL-CAR POOL	144									
	84	RENTAL-HIRED AUTOMOTIVE EQUIPMENT	132,766	129,380		6,470		135,850		135,850	6,470+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	874,582	845,280	67,000+	42,260		954,540		954,540	109,260+	12.9+
		ACTIVITY TOTALS	4356,366	4291,060	178,000+	152,790		4621,850		4621,850	330,790+	7.7+
	11	PATCHING										
	01	SALARIES, WAGES AND BENEFITS	164,662	133,140		3,990		137,130		137,130	3,990+	3.0+
	23	OPERATING SUPPLIES	37,105	78,880		3,940		82,820		82,820	3,940+	5.0+
	25	PROPANE AND OTHER FUELS	1,568									
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	57,371	47,560	7,600+	2,380		57,540		57,540	9,980+	21.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	445	5,080		250		5,330		5,330	250+	4.9+
		ACTIVITY TOTALS	261,151	264,660	7,600+	10,560		282,820		282,820	18,160+	6.9+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1989 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	12	CRACK SEALING										
	01	SALARIES, WAGES AND BENEFITS	123,629	110,270		3,310		113,580		113,580	3,310+	3.0+
	23	OPERATING SUPPLIES	83,351	76,350	3,500+	3,820		83,670		83,670	7,320+	9.6+
	25	PROPANE AND OTHER FUELS	65									
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	32,133	40,260		2,010		42,270		42,270	2,010+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED		2,980		150		3,130		3,130	150+	5.0+
		ACTIVITY TOTALS	239,178	229,860	3,500+	9,290		242,650		242,650	12,790+	5.6+
	13	BASE AND SURFACE REPAIR										
	01	SALARIES, WAGES AND BENEFITS	50,550	80,500		2,410		82,910		82,910	2,410+	3.0+
	23	OPERATING SUPPLIES	43,529	32,350		1,620		33,970		33,970	1,620+	5.0+
	75	OPERATING EQUIPMENT			2,500+			2,500		2,500	2,500+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	18,872	10,030		500		10,530		10,530	500+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	10,015	3,110		160		3,270		3,270	160+	5.1+
		ACTIVITY TOTALS	122,966	125,990	2,500+	4,690		133,180		133,180	7,190+	5.7+

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLATIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIATION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	14	ASPHALT SURFACE LEVELING										
	01	SALARIES, WAGES AND BENEFITS	181,173	148,880		4,460		153,340		153,340	4,460+	3.0+
	23	OPERATING SUPPLIES	193,303	242,190		12,110		254,300		254,300	12,110+	5.0+
	25	PROPANE AND OTHER FUELS	995									
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	76,541	56,940		2,850		59,790		59,790	2,850+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	9,696	1,070		50		1,120		1,120	50+	4.7+
		ACTIVITY TOTALS	461,708	449,080		19,470		468,550		468,550	19,470+	4.3+
	16	SURFACE TREATMENT										
	01	SALARIES, WAGES AND BENEFITS	101,589	93,700		2,810		96,510		96,510	2,810+	3.0+
	23	OPERATING SUPPLIES	85,693	97,050		4,850		101,900		101,900	4,850+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	45,713	34,090		1,700		35,790		35,790	1,700+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	1,564	540		30		570		570	30+	5.6+
		ACTIVITY TOTALS	234,559	225,380		9,390		234,770		234,770	9,390+	4.2+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	AUDIT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
17		RE-STONING STONE ROADS										
	01	SALARIES, WAGES AND BENEFITS	1,599	1,400		40		1,440		1,440	40+	2.9+
	23	OPERATING SUPPLIES	3,539	1,360		70		1,430		1,430	70+	5.1+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	333	2,900		140		3,040		3,040	140+	4.8+
	88	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED	168									
		ACTIVITY TOTALS	5,639	5,660		250		5,910		5,910	250+	4.4+
18		SURFACE DUST CONTROL										
	01	SALARIES, WAGES AND BENEFITS		720		20		740		740	20+	2.8+
	23	OPERATING SUPPLIES	4,104	3,430		170		3,600		3,600	170+	5.0+
	75	OPERATING EQUIPMENT										
		ACTIVITY TOTALS	4,104	4,150		190		4,340		4,340	190+	4.6+
19		MECHANICAL STREET SWEEPING										
	01	SALARIES, WAGES AND BENEFITS	181,705	157,250	35,000+	5,770		198,020		198,020	40,770+	25.9+
	23	OPERATING SUPPLIES	4,233									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	220,862	126,510	44,000+	8,520		179,030		179,030	52,520+	41.5+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
19		MECHANICAL STREET SWEEPING										
		ACTIVITY TOTALS	406,800	283,760	79,000+	14,290		377,050		377,050	93,290+	32.9+
20		MANUAL STREET SWEEPING										
	01	SALARIES, WAGES AND BENEFITS	87,371	73,900		2,220		76,120		76,120	2,220+	3.0+
	19	CONTRACTUAL SERVICES		16,280		730		17,010		17,010	730+	4.5+
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	10,269	13,170		660		13,830		13,830	660+	5.0+
		ACTIVITY TOTALS	97,640	103,350		3,610		106,960		106,960	3,610+	3.5+
21		STREET FLUSHING										
	01	SALARIES, WAGES AND BENEFITS	55,000	35,540		1,060	35,000	71,600		71,600	36,060+	101.5+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	73,378	60,250		3,010	44,000	107,260	24,000-	83,260	23,010+	38.2+
		ACTIVITY TOTALS	128,378	95,790		4,070	79,000	178,860	24,000-	154,860	59,070+	61.7+

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	22	MANUAL LITTER PICK-UP										
	01	SALARIES, WAGES AND BENEFITS	298,207	303,240		9,100		312,340		312,340	9,100+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	12,183	6,220		310		6,530		6,530	310+	5.0+
		ACTIVITY TOTALS	310,390	309,460		9,410		318,870		318,870	9,410+	3.0+
	23	LEAF PICK-UP										
	01	SALARIES, WAGES AND BENEFITS	50,375	91,410		2,740		94,150		94,150	2,740+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	14,496	16,040		800		16,840		16,840	800+	5.0+
	88	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED										
		ACTIVITY TOTALS	64,871	107,450		3,540		110,990		110,990	3,540+	3.3+
	24	LITTER CONTAINER SERVICE										
	01	SALARIES, WAGES AND BENEFITS	134,106	133,760		4,010	35,000	172,770		172,770	39,010+	29.2+
	19	CONTRACTUAL-TRICIL										
	23	OPERATING SUPPLIES	181	3,800		190	6,000	9,990		9,990	6,190+	162.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	103,973	100,280		5,020	41,600	146,900		146,900	46,620+	46.5+
		ACTIVITY TOTALS	238,260	237,840		9,220	82,600	329,660		329,660	91,820+	38.6+

ACCOUNT DEPT (1)	ACT OBJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
25		SWEEPINGS PICK-UP										
	01	SALARIES, WAGES AND BENEFITS	35,608	37,640		1,130		38,770		38,770	1,130+	3.0+
	61	DUMPING FEES			17,500+			17,500		17,500	17,500+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	27,196	24,350		1,220		25,570		25,570	1,220+	5.0+
		ACTIVITY TOTALS	62,804	61,990	17,500+	2,350		81,840		81,840	19,850+	32.0+
26		SIDEWALK CURB REPAIRS										
	01	SALARIES, WAGES AND BENEFITS	376,975	445,780		13,370	35,000	494,150		494,150	48,370+	10.9+
	19	CONCRETE CRUSHING										
	23	OPERATING SUPPLIES	230,042	144,310	5,000+	7,220		156,530		156,530	12,220+	8.5+
	61	DUMPING FEES		26,500		1,320		27,820		27,820	1,320+	5.0+
	75	OPERATING EQUIPMENT			2,000+			2,000		2,000	2,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	83,282	44,380		2,220	17,600	64,200		64,200	19,820+	44.7+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	17,465	1,390		70		1,460		1,460	70+	5.0+
	99	RECOVERY-REGION-0349-26XX	49,543-									
		ACTIVITY TOTALS	658,221	662,360	7,000+	24,200	52,600	746,160		746,160	83,800+	12.7+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	27	SIDEWALK REPAIRS										
	01	SALARIES, WAGES AND BENEFITS	131,376	81,360		2,440		83,800		83,800	2,440+	3.0+
	23	OPERATING SUPPLIES	19,464	24,680	10,000+	1,230		35,910		35,910	11,230+	45.5+
	60	INTERLOCKING STONE		33,540		1,670		35,210		35,210	1,670+	5.0+
	61	DUMPING FEES	5,725									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	42,095	22,050		1,100		23,150		23,150	1,100+	5.0+
	88	RENTAL OPERATING EQUIPMENT	7,280	14,650		730		15,380		15,380	730+	5.0+
		ACTIVITY TOTALS	205,940	176,280	10,000+	7,170		193,450		193,450	17,170+	9.7+
	28	ASPHALT OVERLAY-SIDEWALKS										
	01	SALARIES, WAGES AND BENEFITS	32,902	21,000		630		21,630		21,630	630+	3.0+
	23	OPERATING SUPPLIES	14,418	24,530		1,230		25,760		25,760	1,230+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	12,022	13,170		660		13,830		13,830	660+	5.0+
		ACTIVITY TOTALS	59,342	58,700		2,520		61,220		61,220	2,520+	4.3+
	29	PAVEMENT SAWING										
	01	SALARIES, WAGES AND BENEFITS	24,403	26,540		790		27,330		27,330	790+	3.0+
	23	OPERATING SUPPLIES	4,331									
	31	REPAIRS AND MAINTENANCE-EQUIPMENT										

ACCOUNT DEPT (1)	ACCT OBJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	29	PAVEMENT SAWING										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	17,412	17,480		870		18,350		18,350	870+	5.0+
	88	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED										
		ACTIVITY TOTALS	46,146	44,020		1,660		45,680		45,680	1,660+	3.8+
	30	ROADSIDE MANUAL WEED CUTTING										
	01	SALARIES, WAGES AND BENEFITS	151,688	140,160	10,000+	4,210		154,370		154,370	14,210+	10.1+
	23	OPERATING SUPPLIES										
	25	PROPANE AND OTHER FUELS										
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	18,925	17,980		900		18,880		18,880	900+	5.0+
		ACTIVITY TOTALS	170,613	158,140	10,000+	5,110		173,250		173,250	15,110+	9.6+
	31	ROADSIDE MECHANICAL WEED-GRASS CUTTING										
	01	SALARIES, WAGES AND BENEFITS	24,037	28,440		860		29,300		29,300	860+	3.0+
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	13,234	5,930		300		6,230		6,230	300+	5.1+

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	31	ROADSIDE MECHANICAL WEED-GRASS CUTTING										
		ACTIVITY TOTALS	37,271	34,370		1,160		35,530		35,530	1,160+	3.4+
	32	WEED SPRAYING-ROADSIDE										
	01	SALARIES, WAGES AND BENEFITS	14,239	26,050		780		26,830		26,830	780+	3.0+
	23	OPERATING SUPPLIES	8,073	9,560		480		10,040		10,040	480+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	10,686	9,760		490		10,250		10,250	490+	5.0+
		ACTIVITY TOTALS	32,998	45,370		1,750		47,120		47,120	1,750+	3.9+
	33	MACHINE DITCHING										
	01	SALARIES, WAGES AND BENEFITS	14,565	17,260		520		17,780		17,780	520+	3.0+
	23	OPERATING SUPPLIES	481									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	7,292	15,000		750		15,750		15,750	750+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	5,926	4,480		220		4,700		4,700	220+	4.9+
		ACTIVITY TOTALS	28,264	36,740		1,490		38,230		38,230	1,490+	4.1+

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLATIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIATION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
34		CATCHBASIN REPAIR										
	01	SALARIES, WAGES AND BENEFITS	75,901	58,500		1,760		60,260		60,260	1,760+	3.0+
	23	OPERATING SUPPLIES	12,733	21,150		1,060		22,210		22,210	1,060+	5.0+
	75	OPERATING EQUIPMENT			6,000+			6,000		6,000	6,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	14,896	16,650		830		17,480		17,480	830+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	331	1,350		70		1,420		1,420	70+	5.2+
		ACTIVITY TOTALS	103,861	97,650	6,000+	3,720		107,370		107,370	9,720+	10.0+
35		MECHANICAL CATCHBASIN CLEANING										
	01	SALARIES, WAGES AND BENEFITS	84,751	85,220		2,550		87,770		87,770	2,550+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	60,246	57,540		2,880		60,420		60,420	2,880+	5.0+
		ACTIVITY TOTALS	144,997	142,760		5,430		148,190		148,190	5,430+	3.8+
36		MANUAL CATCHBASIN CLEANING										
	01	SALARIES, WAGES AND BENEFITS	23,000	55,480		1,660		57,140		57,140	1,660+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,720	10,280		520		10,800		10,800	520+	5.1+

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	36	MANUAL CATCHBASIN CLEANING										
		ACTIVITY TOTALS	24,720	65,760		2,180		67,940		67,940	2,180+	3.3+
	37	CATCHBASIN RECONSTRUCTION										
	01	SALARIES, WAGES AND BENEFITS	21,607	19,930		600		20,530		20,530	600+	3.0+
	23	OPERATING SUPPLIES	31,809	16,720		840		17,560		17,560	840+	5.0+
	75	OPERATING EQUIPMENT			3,600+			3,600		3,600	3,600+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	4,974	7,330		370		7,700		7,700	370+	5.0+
	88	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED	2,420									
		ACTIVITY TOTALS	60,810	43,980	3,600+	1,810		49,390		49,390	5,410+	12.3+
	39	FENCES AND GUIDERAIL MAINTENANCE										
	01	SALARIES, WAGES AND BENEFITS	12,465	15,000		450		15,450		15,450	450+	3.0+
	23	OPERATING SUPPLIES	7,962	8,560		430		8,990		8,990	430+	5.0+
	75	OPERATING EQUIPMENT			700+			700		700	700+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	2,186	1,050		50		1,100		1,100	50+	4.8+
		ACTIVITY TOTALS	22,613	24,610	700+	930		26,240		26,240	1,630+	6.6+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	40	GENERAL ROADWAY MAINTEN-ANCE										
	01	SALARIES, WAGES AND BENEFITS	190,166	158,130		4,740		162,870		162,870	4,740+	3.0+
	19	CONTRACTUAL SERVICES		7,660		380		8,040		8,040	380+	5.0+
	23	OPERATING SUPPLIES	26,683	43,200		2,160		45,360		45,360	2,160+	5.0+
	30	SMALL TOOLS		1,460		70		1,530		1,530	70+	4.8+
	61	DUMPING FEES	5,725	15,670		780		16,450		16,450	780+	5.0+
	75	OPERATING EQUIPMENT			12,000+			12,000		12,000	12,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	30,997	45,510		2,270		47,780		47,780	2,270+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	28,401	8,420		420		8,840		8,840	420+	5.0+
		ACTIVITY TOTALS	281,972	280,050	12,000+	10,820		302,870		302,870	22,820+	8.1+
	41	INDEPENDENT CURB MAINTENANCE										
	01	SALARIES, WAGES AND BENEFITS	12,888	11,740		350		12,090		12,090	350+	3.0+
	23	OPERATING SUPPLIES	187	4,250		210		4,460		4,460	210+	4.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	3,883	4,060		200		4,260		4,260	200+	4.9+
		ACTIVITY TOTALS	16,958	20,050		760		20,810		20,810	760+	3.8+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	42	ROAD PATROL AND EMERGENCY SERVICE										
	01	SALARIES, WAGES AND BENEFITS	20,927	18,470		560		19,030		19,030	560+	3.0+
	23	OPERATING SUPPLIES	77									
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	6,365	10,180		510		10,690		10,690	510+	5.0+
		ACTIVITY TOTALS	27,369	28,650		1,070		29,720		29,720	1,070+	3.7+
	43	REPAIR AND MAINTENANCE OF MOUNTAIN STEPS										
	01	SALARIES, WAGES AND BENEFITS	22,180	41,380		1,240		42,620		42,620	1,240+	3.0+
	14	LIGHT AND POWER	1,345									
	19	CONTRACTUAL SERVICES	4,788									
	23	OPERATING SUPPLIES	1,263	1,370		70		1,440		1,440	70+	5.1+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,798	2,650		130		2,780		2,780	130+	4.9+
	99	COMMITTEE ADJUSTMENT							20,000-	20,000-	20,000-	
		ACTIVITY TOTALS	31,374	45,400		1,440		46,840	20,000-	26,840	18,560-	40.9-

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
50		ROADWAY SNOW PLOWING										
	01	SALARIES, WAGES AND BENEFITS	29,305	51,740		1,550		53,290		53,290	1,550+	3.0+
	19	CONTRACTUAL SERVICES	404									
	23	OPERATING SUPPLIES	14,641									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	7,467	135,620		6,780		142,400		142,400	6,780+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	134,987	126,520		6,330		132,850		132,850	6,330+	5.0+
		ACTIVITY TOTALS	186,804	313,880		14,660		328,540		328,540	14,660+	4.7+
51		ROADWAY SNOW REMOVAL										
	01	SALARIES, WAGES AND BENEFITS	51,291	130,080		3,900		133,980		133,980	3,900+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	49,229	72,830		3,640		76,470		76,470	3,640+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	20,671	133,060		6,650		139,710		139,710	6,650+	5.0+
		ACTIVITY TOTALS	121,191	335,970		14,190		350,160		350,160	14,190+	4.2+
52		ROADWAY SANDING										
	01	SALARIES, WAGES AND BENEFITS	103,710	73,230		2,190		75,420		75,420	2,190+	3.0+
	23	OPERATING SUPPLIES	81,031	73,550		3,680		77,230		77,230	3,680+	5.0+
	75	OPERATING EQUIPMENT										

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	52	ROADWAY SANDING										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	66,207	54,940		2,750		57,690		57,690	2,750+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	399	16,760		840		17,600		17,600	840+	5.0+
		ACTIVITY TOTALS	251,347	218,480		9,460		227,940		227,940	9,460+	4.3+
	53	ROADWAY SALTING										
	01	SALARIES, WAGES AND BENEFITS	89,387	78,100		2,340		80,440		80,440	2,340+	3.0+
	23	OPERATING SUPPLIES	185,465	146,020		7,300		153,320		153,320	7,300+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	45,403	46,550		2,330		48,880		48,880	2,330+	5.0+
		ACTIVITY TOTALS	320,255	270,670		11,970		282,640		282,640	11,970+	4.4+
	54	PLOWING AND SPREADING										
	01	SALARIES, WAGES AND BENEFITS	10,120	19,910		600		20,510		20,510	600+	3.0+
	23	OPERATING SUPPLIES	26,002	9,010		450		9,460		9,460	450+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	5,144	9,240		460		9,700		9,700	460+	5.0+
		ACTIVITY TOTALS	41,266	38,160		1,510		39,670		39,670	1,510+	4.0+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
55		MANUAL ROADWAY SNOW CLEARING										
	01	SALARIES, WAGES AND BENEFITS	30,168	102,100		3,060		105,160		105,160	3,060+	3.0+
	23	OPERATING SUPPLIES	21,925	4,700		230		4,930		4,930	230+	4.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	2,812	28,020		1,400		29,420		29,420	1,400+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON CITY OWNED		33,510		1,670		35,180		35,180	1,670+	5.0+
		ACTIVITY TOTALS	54,905	168,330		6,360		174,690		174,690	6,360+	3.8+
56		MANUAL ROADWAY SANDING										
	01	SALARIES, WAGES AND BENEFITS	39,697	36,590		1,100		37,690		37,690	1,100+	3.0+
	23	OPERATING SUPPLIES	6,855	4,940	4,000+	250		9,190		9,190	4,250+	85.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	5,612	4,770		240		5,010		5,010	240+	5.0+
		ACTIVITY TOTALS	52,164	46,300	4,000+	1,590		51,890		51,890	5,590+	12.1+
57		MANUAL SIDEWALK SNOW CLEARING										
	01	SALARIES, WAGES AND BENEFITS	40,949	91,010		2,730		93,740		93,740	2,730+	3.0+
	23	OPERATING SUPPLIES	872	1,270		60		1,330		1,330	60+	4.7+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	4,674	15,400		770		16,170		16,170	770+	5.0+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1989 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
57		MANUAL SIDEWALK SNOW CLEARING										
		ACTIVITY TOTALS	46,495	107,680		3,560		111,240		111,240	3,560+	3.3+
58		MECHANICAL SIDEWALK SNOW CLEARING										
	01	SALARIES, WAGES AND BENEFITS	44,113	96,190		2,890		99,080		99,080	2,890+	3.0+
	23	OPERATING SUPPLIES	381	700		40		740		740	40+	5.7+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	15,906	46,210		2,310		48,520		48,520	2,310+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	24,348	22,140		1,110		23,250		23,250	1,110+	5.0+
		ACTIVITY TOTALS	84,748	165,240		6,350		171,590		171,590	6,350+	3.8+
59		SIDEWALK SANDING										
	01	SALARIES, WAGES AND BENEFITS	154,360	67,780		2,030		69,810		69,810	2,030+	3.0+
	23	OPERATING SUPPLIES	8,057	12,990		650		13,640		13,640	650+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	19,195	9,680		480		10,160		10,160	480+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	4,904	8,650		430		9,080		9,080	430+	5.0+
		ACTIVITY TOTALS	186,516	99,100		3,590		102,690		102,690	3,590+	3.6+

ACCOUNT DEPT (1)	ACCT OBJT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	60	SNOW FENCE										
	01	SALARIES, WAGES AND BENEFITS	128,558	66,880		2,010		68,890		68,890	2,010+	3.0+
	23	OPERATING SUPPLIES	5,880-	32,990	14,000+	1,650		48,640		48,640	15,650+	47.4+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	10,157	8,710		430		9,140		9,140	430+	4.9+
		ACTIVITY TOTALS	132,835	108,580	14,000+	4,090		126,670		126,670	18,090+	16.7+
	61	WINTER STANDBY TIME										
	01	SALARIES, WAGES AND BENEFITS		8,270	40,000+	250		48,520		48,520	40,250+	486.7+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	11,000									
		ACTIVITY TOTALS	11,000	8,270	40,000+	250		48,520		48,520	40,250+	486.7+
	62	GENERAL WINTER MAINTENANCE										
	01	SALARIES, WAGES AND BENEFITS	112,551	34,960		1,050		36,010		36,010	1,050+	3.0+
	12	ADVERTISING AND PUBLICITY	5,909									
	19	CONTRACTUAL SERVICES-OTHER		5,850		290		6,140		6,140	290+	5.0+
	23	OPERATING SUPPLIES	1,481									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	29,697	6,920		350		7,270		7,270	350+	5.1+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	780	3,690		180		3,870		3,870	180+	4.9+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	62	GENERAL WINTER MAINTENANCE										
		ACTIVITY TOTALS	150,418	51,420		1,870		53,290		53,290	1,870+	3.6+
	64	WINTER CATCHBASIN CLEANING										
	01	SALARIES AND WAGES	239,870	87,920		2,640		90,560		90,560	2,640+	3.0+
	23	OPERATING SUPPLIES	1,538	1,220		60		1,280		1,280	60+	4.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	18,188	12,340		620		12,960		12,960	620+	5.0+
		ACTIVITY TOTALS	259,596	101,480		3,320		104,800		104,800	3,320+	3.3+
	65	SNOW CLEARING FOR VARIOUS CITY PROPERTIES										
	01	SALARIES, WAGES AND BENEFITS	29,863	57,800		1,730		59,530		59,530	1,730+	3.0+
	23	OPERATING SUPPLIES	2,034									
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	4,170	13,520		680		14,200		14,200	680+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	13,702	13,910		690		14,600		14,600	690+	5.0+
		ACTIVITY TOTALS	49,769	85,230		3,100		88,330		88,330	3,100+	3.6+

ACCOUNT DEPT (1)	ACCT OBJ DET	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	67	BUSINESS/INDUSTRY ROADSIDE BEAUTIFICATION PROGRAM										
	60	SPECIAL PROJECT					50,000	50,000	25,000-	25,000	25,000+	
		ACTIVITY TOTALS					50,000	50,000	25,000-	25,000	25,000+	
	68	TREE STAKE REMOVAL PROGRAM										
	01	SALARIES, WAGES AND BENEFITS			8,000+		15,000	23,000	23,000-			
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED			2,000+		5,000	7,000	7,000-			
		ACTIVITY TOTALS			10,000+		20,000	30,000	30,000-			
	69	FLORAL PLANTER PROGRAM										
	01	SALARIES, WAGES AND BENEFITS					9,000	9,000		9,000	9,000+	
	23	OPERATING SUPPLIES					500	500		500	500+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED					3,000	3,000		3,000	3,000+	
		ACTIVITY TOTALS					12,500	12,500		12,500	12,500+	

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
70		ROADWAY TREE PLANTING (LARGE CALIPER TREES)										
	01	SALARIES, WAGES AND BENEFITS	8,838	9,120		270	6,000	15,390		15,390	6,270+	68.8+
	23	OPERATING SUPPLIES	5,957	6,070		270	3,000	9,340		9,340	3,270+	53.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,410	2,680		120	1,000	3,800		3,800	1,120+	41.8+
		ACTIVITY TOTALS	16,215	17,870		660	10,000	28,530		28,530	10,660+	59.7+
71		ROADWAY TREE PLANTING (BARE ROOT)										
	01	SALARIES, WAGES AND BENEFITS	48,374	49,330	8,000-	1,480		42,810	8,000+	50,810	1,480+	3.0+
	23	OPERATING SUPPLIES	36,353	25,340		1,140		26,480		26,480	1,140+	4.5+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	5,582	9,230	2,000-	420		7,650	2,000+	9,650	420+	4.6+
		ACTIVITY TOTALS	90,309	83,900	10,000-	3,040		76,940	10,000+	86,940	3,040+	3.6+
72		ROADWAY TREE AND PLANT WATERING										
	01	SALARIES, WAGES AND BENEFITS	1,132	1,910		60		1,970		1,970	60+	3.1+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	300	490		20		510		510	20+	4.1+
		ACTIVITY TOTALS	1,432	2,400		80		2,480		2,480	80+	3.3+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
73		ROADWAY TREE TRIMMING										
	01	SALARIES, WAGES AND BENEFITS	338,952	385,440		11,560	70,000	467,000		467,000	81,560+	21.2+
	23	OPERATING SUPPLIES	11,340	11,200		500	10,000	21,700		21,700	10,500+	93.8+
	30	SMALL TOOLS	683	5,230		240		5,470		5,470	240+	4.6+
	75	OPERATING EQUIPMENT	361				30,000	30,000		30,000	30,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	144,998	115,970	20,000+	5,220	20,000	161,190		161,190	45,220+	39.0+
	99	COMMITTEE ADJUSTMENT							50,000-	50,000-	50,000-	
		ACTIVITY TOTALS	496,334	517,840	20,000+	17,520	130,000	685,360	50,000-	635,360	117,520+	22.7+
74		ROADWAY TREE REMOVAL										
	01	SALARIES, WAGES AND BENEFITS	100,398	105,960		3,180		109,140		109,140	3,180+	3.0+
	23	OPERATING SUPPLIES	672	700		30		730		730	30+	4.3+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	40,998	51,070		2,300		53,370		53,370	2,300+	4.5+
		ACTIVITY TOTALS	142,068	157,730		5,510		163,240		163,240	5,510+	3.5+
75		ROADWAY STUMP REMOVAL										
	01	SALARIES, WAGES AND BENEFITS	32,075	45,800		1,370		47,170		47,170	1,370+	3.0+
	23	OPERATING SUPPLIES	239	730		30		760		760	30+	4.1+
	75	OPERATING EQUIPMENT					13,000	13,000		13,000	13,000+	

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	75	ROADWAY STUMP REMOVAL										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	15,145	16,250		730		16,980		16,980	730+	4.5+
	99	COMMITTEE ADJUSTMENT							15,000-	15,000-	15,000-	
		ACTIVITY TOTALS	47,459	62,780		2,130	13,000	77,910	15,000-	62,910	130+	.2+
	76	ROADWAY TREE SPRAYING										
	01	SALARIES, WAGES AND BENEFITS	46,832	47,430		1,420		48,850		48,850	1,420+	3.0+
	23	OPERATING SUPPLIES	8,702	3,770		170		3,940		3,940	170+	4.5+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	15,430	11,080		500		11,580		11,580	500+	4.5+
		ACTIVITY TOTALS	70,964	62,280		2,090		64,370		64,370	2,090+	3.4+
	77	LITTER PICK-UP HORTICULTURAL AREAS										
	01	SALARIES, WAGES AND BENEFITS	4,003	4,730		140		4,870		4,870	140+	3.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	672	920		40		960		960	40+	4.3+
		ACTIVITY TOTALS	4,675	5,650		180		5,830		5,830	180+	3.2+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ADD CT (1)	DEL BJ (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350			*PUBLIC WORKS-FOR CITY**										
	78		CHEMICAL WEED CONTROL										
	01		SALARIES, WAGES AND BENEFITS	5,800	2,500		80		2,580		2,580	80+	3.2+
	23		OPERATING SUPPLIES	1,226	1,680		80		1,760		1,760	80+	4.8+
	85		RENTAL-OPERATING EQUIPMENT -CITY OWNED	424	3,380		150		3,530		3,530	150+	4.4+
			ACTIVITY TOTALS	7,450	7,560		310		7,870		7,870	310+	4.1+
	79		FLORICULTURAL ROADSIDE AREAS										
	01		SALARIES, WAGES AND BENEFITS	70,185	67,660		2,030		69,690		69,690	2,030+	3.0+
	23		OPERATING SUPPLIES	10,028	8,230		370		8,600		8,600	370+	4.5+
	73		RADIO EQUIPMENT										
	75		OPERATING EQUIPMENT										
	85		RENTAL-OPERATING EQUIPMENT -CITY OWNED	4,938	4,150		190		4,340		4,340	190+	4.6+
			ACTIVITY TOTALS	85,151	80,040		2,590		82,630		82,630	2,590+	3.2+
	80		GRASS MAINTENANCE-ROADSIDE AREAS										
	01		SALARIES, WAGES AND BENEFITS	41,337	32,560		980		33,540		33,540	980+	3.0+
	13		WATER RATES AND SEWER SURCHARGE	3,243	2,950		70		3,020		3,020	70+	2.4+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACT OBJ DET	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	90	GRASS MAINTENANCE-ROADSIDE AREAS										
	23	OPERATING SUPPLIES	2,703	2,720		120		2,840		2,840	120+	4.4+
	75	OPERATING EQUIPMENT	3,094	3,000	2,000-			1,000		1,000	2,000-	66.7-
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	6,450	6,830		310		7,140		7,140	310+	4.5+
		ACTIVITY TOTALS	56,827	48,060	2,000-	1,480		47,540		47,540	520-	1.1-
	81	REPAIR OF ROADSIDE GRASS AREAS (SEEDING & SODDING)										
	01	SALARIES, WAGES AND BENEFITS	13,016	11,800		350		12,150		12,150	350+	3.0+
	23	OPERATING SUPPLIES	772	450		20		470		470	20+	4.4+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,024	3,610		160		3,770		3,770	160+	4.4+
	88	RENTAL OPERATING EQUIPMENT -NON CITY-OWNED										
		ACTIVITY TOTALS	14,812	15,860		530		16,390		16,390	530+	3.3+
	82	STORM DAMAGE										
	01	SALARIES, WAGES AND BENEFITS	59,377	68,190		2,050		70,240		70,240	2,050+	3.0+
	02	OUTSIDE HIRED SERVICES										
	23	OPERATING SUPPLIES	18,502	3,200		140		3,340		3,340	140+	4.4+
	73	RADIO EQUIPMENT					2,500	2,500		2,500	2,500+	

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	82	STORM DAMAGE										
	75	OPERATING EQUIPMENT	998		8,000+			8,000		8,000	8,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	31,409	32,500		1,460		33,960		33,960	1,460+	4.5+
	88	RENTAL-OPERATING EQUIPMENT -NON CITY										
		ACTIVITY TOTALS	110,286	103,890	8,000+	3,650	2,500	118,040		118,040	14,150+	13.6+
	83	HORTICULTURE SPECIAL PROJECTS										
	01	SALARIES WAGES AND BENEFITS	19,478	30,130		900		31,030		31,030	900+	3.0+
	19	SEWER ROUTING	36,001	52,250		2,350		54,600		54,600	2,350+	4.5+
	23	OPERATING SUPPLIES	18,235	8,170		370		8,540		8,540	370+	4.5+
	60	COST SHARING TREE PROGRAM	13,605	37,500		1,690		39,190		39,190	1,690+	4.5+
	61	SPECIFIC PROJECTS					75,000	75,000		75,000	75,000+	
	75	OPERATING EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	485	630		30		660		660	30+	4.8+
	93	MEMBERSHIPS AND SUBSCRIPTIONS	291	100		10		110		110	10+	10.0+
	99	COMMITTEE ADJUSTMENT							60,000-	60,000-	60,000-	
		ACTIVITY TOTALS	88,095	128,780		5,350	75,000	209,130	60,000-	149,130	20,350+	15.8+

DEPT (1)	ACCT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	84	HANGING BASKETS PROGRAM										
	01	SALARIES WAGES AND BENEFITS	49,260	45,560		1,360	30,000	76,920		76,920	31,360+	68.8+
	19	CONTRACTUAL SERVICES										
	23	OPERATING SUPPLIES	6,132	6,040		270	2,000	8,310		8,310	2,270+	37.6+
	75	OPERATING EQUIPMENT			2,000+			2,000		2,000	2,000+	
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	9,443	13,040		590	5,000	18,630		18,630	5,590+	42.9+
	99	COMMITTEE ADJUSTMENT							7,000-	7,000-	7,000-	
		ACTIVITY TOTALS	64,835	64,640	2,000+	2,220	37,000	105,860	7,000-	98,860	34,220+	52.9+
	85	MAINTENANCE-VACANT CITY LANDS										
	01	SALARIES, WAGES AND BENEFITS	5,656	5,100		160		5,260		5,260	160+	3.1+
	23	OPERATING SUPPLIES	345	660		30		690		690	30+	4.5+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,959	2,050		100		2,150		2,150	100+	4.9+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	662	3,730		180		3,910		3,910	180+	4.8+
		ACTIVITY TOTALS	8,622	11,540		470		12,010		12,010	470+	4.1+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLATIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIATION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
035D		*PUBLIC WORKS-FOR CITY**										
	86	ASPHALT BOULEVARDS-CITY STREETS										
	01	SALARIES, WAGES AND BENEFITS	3,407	1,390		40		1,430		1,430	40+	2.9+
	23	OPERATING SUPPLIES	1,405	3,310		160		3,470		3,470	160+	4.8+
	35	RENTAL-OPERATING EQUIPMENT -CITY OWNED	1,030	2,600		130		2,730		2,730	130+	5.0+
		ACTIVITY TOTALS	5,842	7,300		330		7,630		7,630	330+	4.5+
	87	RECONSTRUCT SPALLED WALKS										
	01	SALARIES, WAGES AND BENEFITS	62,313	72,290		2,170		74,460		74,460	2,170+	3.0+
	23	OPERATING SUPPLIES	31,368	24,800		1,240		26,040		26,040	1,240+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	15,154	5,910		290		6,200		6,200	290+	4.9+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	4,968	9,560		480		10,040		10,040	480+	5.0+
		ACTIVITY TOTALS	113,803	112,560		4,180		116,740		116,740	4,180+	3.7+
	89	LIMITED MAINTENANCE-UNPAVED ALLEYS										
	01	SALARIES, WAGES AND BENEFITS	20,185	13,280	7,000+	390		20,670		20,670	7,390+	55.6+
	23	OPERATING SUPPLIES	1,894	8,990		450		9,440		9,440	450+	5.0+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	3,502	2,720	3,000+	140		5,860		5,860	3,140+	115.4+

ACCOUNT DEPT (1)	ACCT OBJ DET (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	88	LIMITED MAINTENANCE-UNPAVED ALLEYS										
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED		1,340		70		1,410		1,410	70+	5.2+
		ACTIVITY TOTALS	25,581	26,330	10,000+	1,050		37,380		37,380	11,050+	42.0+
	89	HESS VILLAGE-GEORGE ST. MALL										
	88	SNOW REMOVAL ON SIDEWALK (GRANT-PRIOR YEARS-CHARGED TO 0378-2788)	4,700	4,700				4,700		4,700		
		ACTIVITY TOTALS	4,700	4,700				4,700		4,700		
	90	ADMINISTRATION SPECIAL PROJECTS										
	01	SALARIES, WAGES AND BENEFITS	91,651	91,370		2,740		94,110		94,110	2,740+	3.0+
	19	CONTRACTUAL SERVICES										
	23	OPERATING SUPPLIES	1,049	5,480		270		5,750		5,750	270+	4.9+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	12,900	6,820		340		7,160		7,160	340+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	5,330	5,020		250		5,270		5,270	250+	5.0+
		ACTIVITY TOTALS	110,930	108,690		3,600		112,290		112,290	3,600+	3.3+

*PUBLIC WORKS-FOR CITY**

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	91	-MUD TRACKING										
	01	SALARIES, WAGES AND BENEFITS										
	23	OPERATING SUPPLIES										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED										
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED										
		ACTIVITY TOTALS										
	92	SIDEWALKS SPECIAL PROJECTS										
	01	SALARIES, WAGES AND BENEFITS	52,972	49,520		1,480		51,000		51,000	1,480+	3.0+
	23	OPERATING SUPPLIES	36,763	39,470		1,970		41,440		41,440	1,970+	5.0+
	75	ADDITIONAL EQUIPMENT										
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	10,469	21,160		1,060		22,220		22,220	1,060+	5.0+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	7,071	3,400		170		3,570		3,570	170+	5.0+
		ACTIVITY TOTALS	107,275	113,550		4,680		118,230		118,230	4,680+	4.1+

1989 BUDGET WORKSHEET - FORM NO. 1

ACCOUNT DEPT (1)	ACCT OBJT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	93	BANNER INSTALLATION AND MAINTENANCE										
	90	OPERATING COSTS	4,001									
	99	RECOVERIES	4,025-									
		ACTIVITY TOTALS	24-									
	94	MAINTENANCE OF INTERLOCKING PAVING STONES										
	01	SALARIES, WAGES & BENEFITS	667									
	23	OPERATING SUPPLIES	98									
	85	RENTAL OPERATING EQUIPMENT -CITY OWNED	68									
	88	RENTAL OPERATING EQUIPMENT -NON CITY OWNED										
		ACTIVITY TOTALS	833									
	95	FEEDING STATIONS FOR CONTROL OF PIGEONS										
	23	OPERATING SUPPLIES	3,699	3,700				3,700		3,700		
	75	OPERATING EQUIPMENT										
		ACTIVITY TOTALS	3,699	3,700				3,700		3,700		

ACCOUNT DEPT (1)	ACCT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLATIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIATION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	96	WATER DELIVERY/SPECIAL PROJECTS										
	19	CONTRACTUAL SERVICES	36,285	53,940	25,280-	2,160		30,820		30,820	23,120-	42.9-
		ACTIVITY TOTALS	36,285	53,940	25,280-	2,160		30,820		30,820	23,120-	42.9-
	97	THIRD SECTOR RECYCLING										
	12	ADVERTISING AND PUBLICITY										
	19	CONTRACTUAL SERVICES	100,939	46,360	191,550+	2,090		240,000		240,000	193,640+	417.7+
		ACTIVITY TOTALS	100,939	46,360	191,550+	2,090		240,000		240,000	193,640+	417.7+
	98	WORK DONE FOR OTHERS										
	01	SALARIES, WAGES AND BENEFITS	775,455	407,560		12,220		419,780		419,780	12,220+	3.0+
	02	CASUAL LABOUR										
	19	CONTRACTUAL SERVICES	4,387									
	23	OPERATING SUPPLIES	214,490	250,500		8,770		259,270		259,270	8,770+	3.5+
	85	RENTAL-OPERATING EQUIPMENT -CITY OWNED	140,052	116,270		4,070		120,340		120,340	4,070+	3.5+
	88	RENTAL-OPERATING EQUIPMENT -NON-CITY OWNED	114,311	109,200		3,820		113,020		113,020	3,820+	3.5+
	99	REVENUE	1253,421-	883,530-	28,880-			912,410-		912,410-	28,880-	3.3-
		ACTIVITY TOTALS	4,726-		28,880-	28,880						

ACCOUNT DEPT (1)	ACCOUNT OBJECT (1)	DESCRIPTION (2)	PROJECTED 1988 ACTUAL (3)	1988 ESTIMATE (4)	ADJUSTMENT TO 1988 ESTIMATE INCREASE+ DECREASE- (5)	INFLA-TIONARY COST (6)	EXPANSION SERVICE LEVEL (7)	1989 ORIGINAL ESTIMATE (4+5+6+7) (8)	ADJUSTMENT INCREASE+ DECREASE- (9)	1989 RESULTANT APPROPRIA-TION (8+9) (10)	INCREASE + DECREASE - OVER 1988 ESTIMATE AMOUNT (10-4) (11)	PERCENT (11/4) (12)
0350		*PUBLIC WORKS-FOR CITY**										
	98	WORK DONE FOR OTHERS										
		TOTAL BUDGET REQUEST	14,215,027		619,370+		669,950		258,910-		1,598,600+	
				14,488,700		568,190		16,346,210		16,087,300		11.0+
	29	KEEP HAMILTON CLEAN CITIZEN'S COMMITTEE										
	01	SALARIES, WAGES & BENEFITS					11,000	11,000		11,000	11,000+	
	23	OPERATING SUPPLIES					2,000	2,000		2,000	2,000+	
	85	RENTAL-OPERATING EQUIPMENT CITY OWNED					1,000	1,000		1,000	1,000+	
	88	RENTAL-OPERATING EQUIPMENT NON-CITY OWNED					2,000	2,000		2,000	2,000+	
	99	COMMITTEE ADJUSTMENT							5,000-	5,000-	5,000-	
		ACTIVITY TOTALS					16,000	16,000	5,000-	11,000	11,000+	
		ADJUSTED APPROPRIATION BASE	14,215,027		619,370+		685,950		263,910-		1,609,600+	
				14,488,700		568,190		16,362,210		16,098,300		11.1+

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 March 01

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 March 06
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA:

1. Minutes of the Monday, February 20, 1989 meeting of the Transport and Environment Committee

DIRECTOR OF PROPERTY

2. Vacant Lot - 837 West 5th Street - Kernighan Neighbourhood

DIRECTOR OF PUBLIC WORKS

3. Installation of Approach Ramp - 889 Barton Street East - Alderman Hinkley

COMMISSIONER OF ENGINEERING

4. 0.3 Reserve on Amalfi Street, Almas Gardens-Phase 5 Subdivision located north of Stone Church Road and West of Upper Paradise Road in the Gurnett Neighbourhood, Hamilton.

5. Inadvertent Encroachment Agreement - 407 Ferguson Avenue North, Hamilton

6. CIBC, Phase 2 - Underground Encroachments

7. **Banner Display Applications**

   (a) St. Peter's Hospital - May 28, 1990 to June 04, 1990

   (b) Industry-Education Council (Hamilton-Wentworth) - April 02, 1990 to April 02, 1990 to April 09, 1990

   (c) Cycle Hamilton - August 07, 1989 to August 14, 1989

   (d) Victorian Order of Nurses - January 22, 1990 to January 29, 1990

   (e) Opera Hamilton - March 26, 1990 to April 02, 1990

   (f) Canadian Serbian Centre "Holy Trinity" - June 26, 1989 to July 03, 1989

   (g) Ontario Liberal Party - March 26, 1989 to April 03, 1989

8. Amendment of Banner Display Date - Monday, December 04, 1989 to Monday, December 11, 1989

9. **To Incorporate Certain City Lands**

   (a) Greencedar Drive

   (b) Greenguild Avenue

   (c) Brigade Drive

   (d) Sinena Avenue

10. Plan of Subdivision for "Aspen West - Phase 4, Hamilton, located west of Upper Wentworth Street and North of Stone Church Road in the Crerar Neighbourhood, Hamilton

11. Amendment to Standard Subdivision Agreement regarding costs for Street Trees

12. Request for deletion of Sidewalks on Certain Streets in Oakdale Estates Subdivision

<u>DIRECTOR OF TRAFFIC</u>

13. **Intersection Control**

   (a) San Francisco Drive and San Pedro Drive

   (b) Bendamere Avenue and West 33rd Street

14. **Parking Regulations**

(a) East 36th Street between Concession Street and the north end

(b) Princeton Drive between Margate Avenue and Valecrest Avenue

(c) North side of Jackson Street East between Catharine Street and Walnut Street

15. **School Traffic Officer**

(a) Intersection of Trevi Road/Greenshire Drive and Upper Paradise Road

(b) Intersection of Rainbow Drive and Orphir Road

(c) Intersection of Woodman Drive and Secord Drive

(d) Intersection of Mt. Albion Road and Greenhill Avenue

16. East side of Province Street North, north of Britannia Avenue - Handicapped Parking

17. South Side of Bendamere Avenue, west of West 33rd Street - Corner Clearance

18. Intersection Control and Parking Regulations in the vicinity of No. 49 Bell Avenue

19. Apartment Building at No. 123 Charlton Avenue East - Application for a Time Limit Exemption Permit.

20. Old Country Restaurant, 1360 King Street - Removal of illegal driveway approach ramp on Balmoral Avenue South

21. 143 Harmony Avenue - Removal of Reserved Parking Space for a Handicapped Resident

BILL

22. By-law to reconstruct portions of Caroline Street, East of 16th Street, Newlands Avenue and Sunninghill Avenue.

DELEGATIONS

23. Rays Place Restaurant - 303 Dundurn Street South - Alderman T. Cooke

24. **Snow Clearing Charges**

    (a) St. Michael's Anglican Church - 1188 Fennell Avenue East

    (b) Hamilton Property Management

25. Holly Avenue Road Allowance Closure - South Side between McAnulty Boulevard and C.N.R. Right-of-Way

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Parking Regulations - Cochrane Road	Dec. 5/88	Alderman Agostino	Awaiting further notice from Ald. Agostino
4.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return resident
5.	Parking Regulation - Clifton Downs Road	Feb. 06/89	Alderman Ross	Awaiting instructions from Ald. Ross

1.

Monday, February 20, 1989
1:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman M. Kiss
Alderman T. Jackson
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Main, Director of Traffic
Mr. M. Hazell, Traffic Department
Mr. T. Gill, Director of Engineering Planning
Mr. B. Loreto, Legal Department
Superintendent T. Sullivan, Hamilton-Wentworth Regional Police Department
Mrs. B. Price, Hamilton Safety Council
Miss Wilson, Hamilton Board of Education
Mrs. D. Buist, Hamilton-Wentworth Regional Police
Mr. David Beck, Regional Solicitors Office

Regrets: Mayor R. Morrow (Civic)

The minutes of the Tuesday, January 31, 1989 Special meeting of the Transport and Environment Committee were adopted as amended to show Alderman Agro present at the meeting.

The minutes of the Monday, February 06, 1989 meeting of the Transport and Environment Committee were adopted as circulated.

Recycling Christmas Trees

The Committee approved the following recommendation of the Director of Public Works respecting Recycling Christmas Trees:

> That the Public Works Department annually endeavour to make Arrangements with the Royal Botanical Gardens to recycle Christmas trees rather than hauling the Christmas trees to SWARU for incineration.

With respect to an item dealing with the Delivery of Potable Water, it was moved by Alderman Kiss seconded by Alderman Ross that:

> That the City of Hamilton continue supplying potable water to residents in the rural areas in Ward Six and that money be placed back in the 1989 operating budget to cover the costs. Carried.

1368 Upper Wellington Street

The Committee approved the following recommendation of the Director of Property respecting the purchase by the City of the southerly portion of 1368 Upper Wellington Street:

> That an Option to Purchase the southerly portion of 1368 Upper Wellington Street, duly executed by Romano Pecora on February 9, 1989 and scheduled for closing on or before April 24, 1989 be approved and completed.

NOTE: The subject property is required by the City for roadway purposes and is composed by part of Lot 13, Concession 7, in the former Township of Barton, now in the City of Hamilton. The Subject property having a width of 20.11 metres (66 fee) and a depth of 115.82 metres (380 feet), containing an area of 2,329.93 square metres (25,080 square feet), more or less, comprising the southerly 20.11 metres (66 feet) of Municipal No. 1368 Upper Wellington Street. The Purchase price of $80 000 is to be charged to Account No. RF53003 25202.

Garbage Collection Agreement - 337 East 42nd Street

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 337 East 42nd Street:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Tonoga Limited for the collection of garbage at 337 East 42nd Street, Hamilton.

NOTE: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-law No. 66-182 provides for such collection.

Kingsberry Gardens, Phase 4

The Committee approved the following recommendation of the City Solicitor respecting the Expropriation of Part of Lot 3, Concession 6 in the Township of Barton for Kingsberry Gardens, Phase 4:

That the City Clerk be authorized and directed to:

(a) give Notice of the City's application for approval to expropriate for roadway and municipal purposes, a parcel of vacant land measuring approximately 33.72 metres (110.63 feet) by 20.00 metres (65.62 feet), fronting on the southerly limit of Carson Drive, approximately 60 metres (196.85 feet) east of the easterly limit of Kingsberry Street, described more particularly as Part 1 on Plan 62R-10027. This notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;

(b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and

(c) sign and receive the said application for approval of this expropriation.

1477 Upper James Street

The Committee approved the following recommendation of the City Solicitor respecting the Expropriation of Part of Lot 14, Concession 8 in the Geographic Township of Barton - 1477 Upper James Street:

That the City Clerk be authorized and directed to:

(a) give Notice of the City's application for approval to expropriate for roadway and municipal purposes, an irregular rectangularly-shaped parcel of land measuring approximately 26.00 metres (85.30 feet) by 176.854 metres (580.23 feet), known municipally as part of 1477 Upper James Street and described as Parts 6, 7, 8, 9, 10, 11, 12 and 13 on Plan 62R-9741. This Notice shall be given to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;

(b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and

(c) sign and receive the said application for approval of this expropriation.

Poulette Street Bridge
Waterford Subdivision
Canadian Pacific Ltd.

The Committee approved the following recommendation of the City Solicitor respecting the Poulette Street Bridge, Mileage 38.5 Waterford Subdivision - Canadian Pacific Limited:

That the National Transportation Agency be advised that:

(a) Minutes of Settlement (the Minutes) were entered into between the Corporation of the City of Hamilton (the City) and the Toronto, Hamilton and Buffalo Railway Company (T.H. & B.) and Canadian Pacific Limited (C.P.) on May 1st, 1986 for the purpose of resolving an action commenced by the City against T.H. & B. and C.P. in 1981;

(b) Paragraph 4 of the Minutes required the City to pass a by-law rescinding By-law No. 755 and waiving any and all breaches of By-law No. 755 by T.H. & B.;

(c) Pursuant to paragraph 4 of the Minutes, the City, on June 25th, 1986, passed By-law 86-194, which rescinded By-law No. 755 and waived any and all breaches of the conditions of By-law No. 755 by T.H. & B.;

(d) Notwithstanding paragraph 4 of the Minutes, paragraph 6 of the same Minutes requires, among other things, that,

i. the T.H. & B. and C.P. integrate the freight rail service and facilities then being operated by T.H. & B. into the C.P. rail system and to maintain those freight rail facilities at least as effectively and efficiently after integration,

ii. C.P. continue to operate the freight rail service to and within the City of Hamilton and serve the industries and businesses established there as effectively and efficiently and with as modern equipment, facilities and freight rail service as it services the industries or businesses of any other city or region of Canada;

(e) The effect of paragraph 6 of the Minutes is to preserve the responsibility of C.P. for the construction, repair or maintenance of the Poulette Street Bridge;

(f) The Poulette Street Bridge is a freight rail facility within the meaning of paragraph 6 of the Minutes and, thus, C.P. is obligated to maintain it at least as effectively and efficiently as before;

(g) C.P. is obligated to ensure that rail facilities like the Poulette Street Bridge meet modern standards and satisfy present needs.

(h) The cost of any work associated with the obligation of T.H. & B. and C.P. under paragraph 6 of the Minutes be borne completely by them;

(i) Accordingly, C.P. be ordered to reconstruct and maintain, at its own expense, the Poulette Street Bridge.

Rondar Inc.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Application by Rondar Inc. to decontaminate low level PCB Transfer Oil at the Hamilton Hydro location at 450 Nebo Road:

That the local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(a) The City of Hamilton has no objection to Rondar Inc. carrying out decontamination of low level PCB transfer oil for Hamilton Hydro at its 450 Nebo Road location provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional by-laws are complied with fully.

2.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 February 14
COMM FILE:
DEPT FILE: 100.40.673
(4505)

SUBJECT: **Vacant Lot - 837 West 5th Street**
Kernighan Neighbourhood

RECOMMENDATION:

(a) That the vacant lot at 837 West 5th Street, which was approved for acquisition by City Council on June 28, 1988 under the implementation of the Proposed Plan for Kernighan Neighbourhood, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

(b) That the City Clerk be authorized and directed to:

(i) give Notice of the City's Application as Expropriating Authority, to all owners, registered owners and tenants (as defined in The Expropriations Act) to acquire the property at 837 West 5th Street, as described in Instrument No. 264616 A.B. for highway and municipal purpose;

(ii) advertise Notice of the City's Application in a newspaper as required by The Expropriations Act, and;

(iii) sign and receive the said Application for Approval to Expropriate.

(c) All related costs to the acquisition and expropriation be charged to Account #RF53003 25202.

D. W. Vyce

FINANCIAL IMPLICATIONS:

A portion of the land acquisition costs will be recovered through the one (1) foot Reserve placed on the northerly and southerly boundaries of subject lot.

BACKGROUND:

On June 28, 1988, City Council adopted the Fifteenth Report of the Planning and Development Committee, Item #2, approving the implementation of the Proposed Plan for Kernighan Neighbourhood. The property at 837 West 5th Street is the only vacant site off West 5th Street for providing needed road access to the interior of Kernighan Neighbourhood. Acquisition of a residential property would have been undesirable and more expensive for the City.

For the past few months we have been negotiating with the owner of 837 West 5th; however, it is now apparent we have reached an impasse in negotiations and the only method of acquiring this property for roadway purposes would be through expropriation. This department has made an offer which we believe is fair and reasonable. The owner did not respond with a counter offer but maintained a position that she simply did not wish to sell the land. The owner, Mrs. A. Ashley indicated that she had plans to build on the site at some future date.

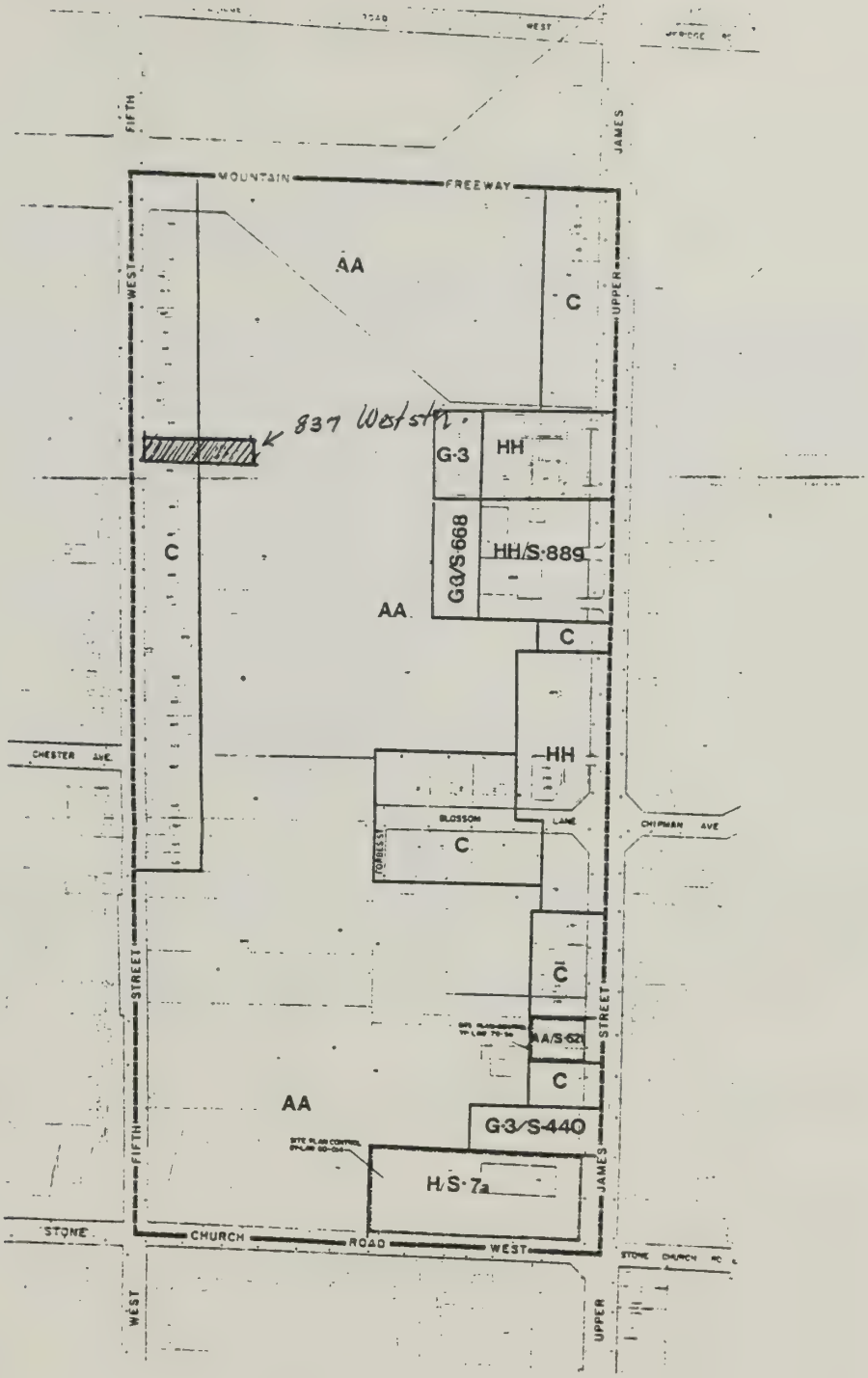
For the Committee's information, possession through expropriation could involve up to twelve months from commencement. During said time frame, we would continue to negotiate with the property owner.

We attach hereto a plan indicating the property to be expropriated.

Attach.
c.c. Mr. K. A. Rouff, City Solicitor

Mr. E. C. Matthews, City Treasurer

Mr. M. Chidley, Regional Surveyor



116 137 56
53 86 82
121 101 119

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

KERNIGHAN

ZONING

Neighbourhood Boundary
Zoning Boundary.

SCALE 0 50m 100m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 7611

JUNE 1968

PAGE NO. 86

3.

Corporation of the City of H

Memorandum

****

TO: Alderman B. Hinkley
Executive Alderman
Ward 3

YOUR FILE:

FROM: Mr. D. Lobo
Manager of Streets and Sanitation
Public Works Department

OUR FILE:
PHONE: 526-4622

SUBJECT: **Replacement of Approach Ramp at the rear of 889 Barton Street East - Mr. V. DiBenedetto**

DATE: 1989 February 15

Please be advised that the construction of the boulevard approach ramp at the above-mentioned location is strictly for the convenience of the abutting owner, for proper access and egress to his property. Therefore all associated costs incurred in replacing this ramp must be absorbed by the property owner. Please advise if you would like me to leave an estimate for the construction of this ramp with Mr. DiBenedetto.

Attached for your information are photocopies of pictures taken of the approach ramp at this location.

D. Lobo

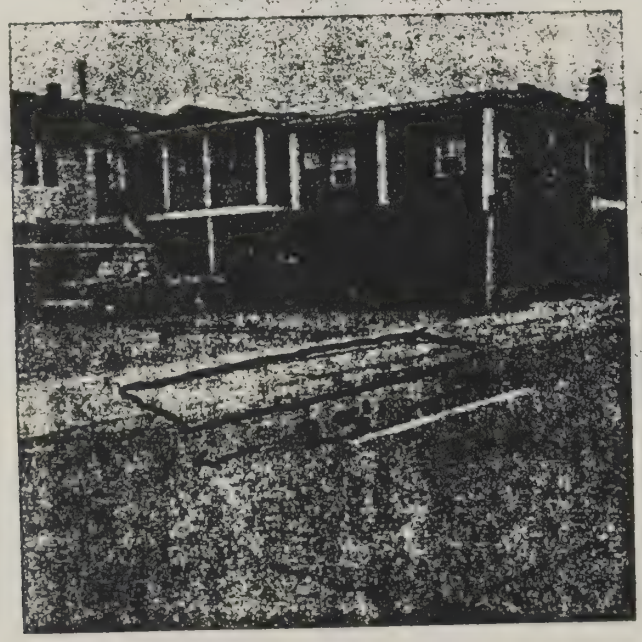
DL:jh
Attch.

c.c. [redacted]

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

889 BARTON ST E

889 BARTON ST E



889 BARTON ST E

CITY COUNCIL
HAMILTON, CANADA

Brian Hinkley
Executive Alderman

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500 — WARD 3

December 19, 1988

FILE No. 83-1620
DEPT. PUBLIC WORKS
DEC 21 1988

		INFO ONLY	
AD			
DS		✓	
DP			
DCEM			
FLTS			
DS		✓	
RS			
PC			
ARB			
MM			
FM			

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Replacement or Repair of Boulevard and Approach Ramp at the Rear of 889 Barton Street East
-Mr. V. DiBenedetto

At the rear of the above property, which is located on Gage Avenue, just north of Barton Street, the sidewalk approach ramp has sunk considerably. The curb beside the boulevard has also raised itself considerably from the road.

Mr. DiBenedetto is requesting that repair work be undertaken to avoid potential claims and liability on the part of the City. This work was initially done by the City and is on public property. The Department have indicated that it is the responsibility of the property owner to pay to have this repair work done.

I would request that photographs of the area in question be taken and be made available to the Committee when this matter is presented.

Mr. DiBenedetto cannot understand why he should repair public property at his expense.

I would like to discuss this matter with the Committee.

Yours truly,

Brian Hinkley

Brian Hinkley
Alderman, Ward 3

rd

cc: Mr. J. Pavelka
Director of Public Works
cc: Mr. V. DiBenedetto
889 Barton Street East
Hamilton, Ontario L8L 3B8

c.c. Dist. #2

4.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989, February 14
COMM FILE:
DEPT FILE: S701-47
ID#0043D(32)

SUBJECT:

0.3m Reserve on Amalfi Street, Almas Gardens-Phase 5 subdivision located north of Stone Church Road and west of Upper Paradise Road in the Gurnett Neighbourhood, Hamilton.

RECOMMENDATION

That the 0.3m reserve on Amalfi Street, known as Block "1" on Plan M-221 be transferred to the owners of Almas Gardens-Phase 5, Sunshine Construction Inc. and DiCenzo Construction Company Limited, so that it may be incorporated into the Plan of Subdivision for Almas Gardens - Phase 5.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All financial requirements of the City of Hamilton adjacent to the 0.3 reserve have been satisfied under the subdivision agreements for Almas Gardens - Phases 1 and 5.

BACKGROUND

The 0.3m reserve was put into place on Amalfi Street when Almas Gardens - Phase 1 was developed. The reserve was implemented to prevent access to the adjacent lands until they are developed.

Cont'd...

0.3m Reserve on Amalfi Street, Almas Gardens-Phase 5 subdivision located north of Stone Church Road and west of Upper Paradise Road in the Gurnett Neighbourhood, Hamilton

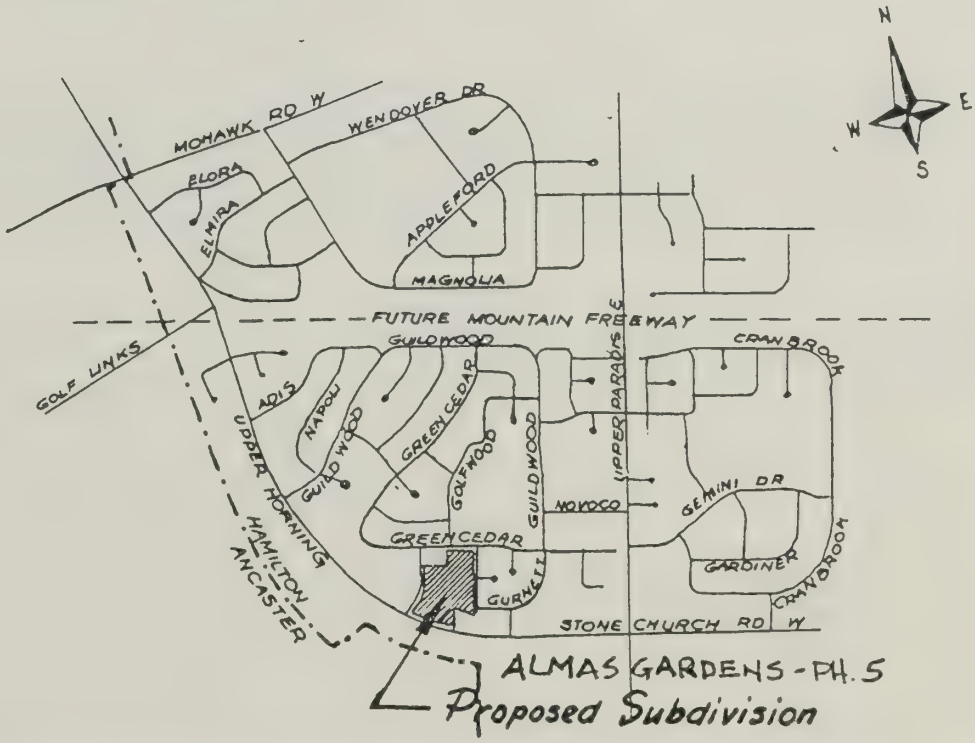
BACKGROUND - Continued

The owners are now developing these lands east of Amalfi Street which are known as Almas Gardens - Phase 5. The owner has satisfied all the City's financial requirements with respect to this 0.3m reserve, Part "1" on Plan M-221. Therefore we are recommending the reserve by transferred to the owner and incorporated into the Plan for Almas Gardens - Phase 5.

A copy of the Final Survey Plan for Almas Gardens - Phase 5 has been attached for your use.

CAU:ms
Attach.

cc: M.A. Chidley, Surveys
cc: K.A. Rouff, City Solicitor



Key Plan

SCALE 1:20000

5.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 17 February 1989
COMM FILE: 3.11-5
DEPT FILE: T103-50(720)
I.D. 0246D(62)

SUBJECT

Inadvertent Encroachment Agreement
407 Ferguson Avenue North, Hamilton

RECOMMENDATION

That the application of Mr. N. J. Zaffiro, Solicitor, on behalf of the present owner of 407 Ferguson Avenue North, to retain the inadvertent encroachment consisting of a concrete porch measuring 0.35' X 10.52' and wooden steps measuring 2.2' X 4.35', be approved during the pleasure of Council, provided:

a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of 105.00, and subsequent annual fee of $20.00, be set for this privilege.

c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance,

Cont'd...

Cont'd...

then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

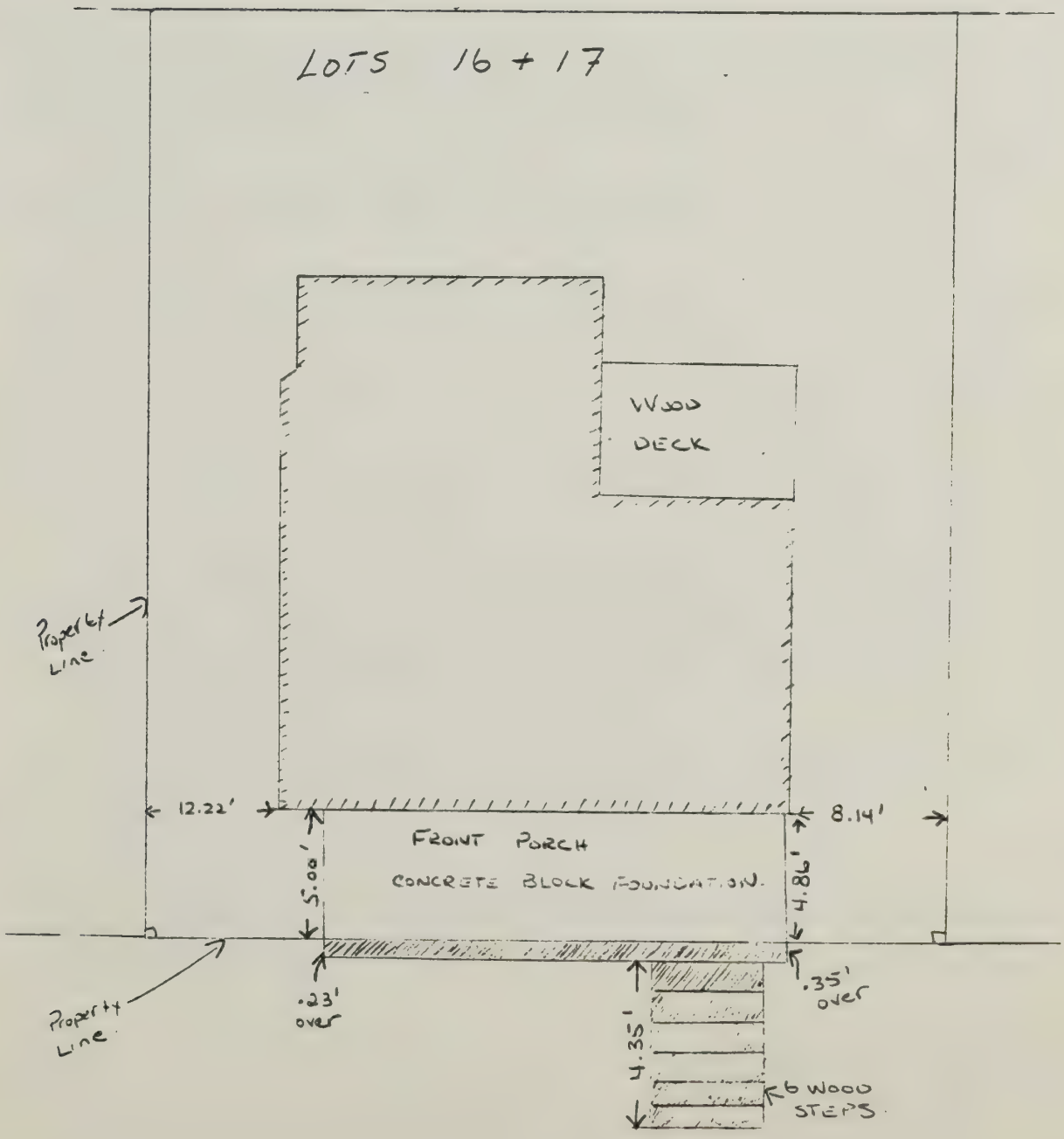
JKC:cab.

c.c. L. Farr, City Solicitor's Department

SCHEDULE "B"

SKETCH OF "WORKS"

407 FERGUSON AVE, NORTH



FERGUSON AVENUE NORTH

6.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 28
COMM FILE:
DEPT FILE: T103-50(704)
ID#0043D

SUBJECT:

C.I.B.C. Building - Phase 2
Use of MacNab Street

RECOMMENDATION

(a) That the City Solicitor be directed to prepare a by-law for the stopping up and leasing of a portion of the east side of MacNab Street south of King Street West;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the Director of Property be directed to proceed with negotiating the lease of the said lands in accordance with the following:

(i) the term of the lease be at the pleasure of Council; and,

(ii) the annual fee be set at $10.00 per sq. ft. (10% of 50% of market value) to be reviewed every 5 years.

(d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and,

(f) That the applicant make satisfactory arrangments with Bell Telephone, Hamilton Hydro and the Region for the relocation of underground utilities.

G S Spencer

G. S. Spencer
Commissioner of Engineering

Cont'd...

Cont'd..

BACKGROUND

The owners (Dominion Realty Limited) of the Canadian Imperial Bank of Commerce - Phase 2 site at the south-east corner of King Street West and MacNab Street have requested permission to lease a portion of the road allowance of MacNab Street for underground parking and surface landscaping.

ANALYSIS

The area proposed to be used is shown on the attached plan. It is proposed to be used for two levels of underground parking, and for four loading spaces on one level having direct access from the truck tunnel.

Because the truck tunnel bends to the west in this location, there is a portion of the road allowance that is wider than that required to contain the MacNab Street pavement and the truck tunnel.

At present, there are Bell, Hydro, and sanitary sewer services within the area to be used. The owner is in the process of making arrangements for relocating these services.

There are several options available which would permit the owner to use the land as proposed. One option, an encroachment agreement, would require special Provincial legislation, which is time consuming but has been used by the Region in the past.

A portion of the highway could be closed and sold to the owner, or alternatively, a portion of the highway could be closed and leased to the owner. Of these two options, the owner would prefer to lease, for financial reasons. Either method could bring equivalent financial returns to the City depending on the rates set.

FINANCIAL IMPLICATIONS

The current policy for permitting underground facilities upon a road allowance is to charge an annual fee of 10% of 50% of the market value of the surface area of the land required. On this basis, the Property Department has determined the annual fee to be $49,600.

Cont'd...

C.I.B.C. Building - Phase 2
Use of MacNab Street

FINANCIAL IMPLICATIONS, Cont'd...

The owner has requested that Committee give consideration to reducing this fee using the argument that it is providing additional parking in the downtown area and is removing truck loading activities from ground level where conflicts, both aesthetically and with pedestrians may occur both of which benefit the City. Furthermore, the developer states that the parking rates he will charge cannot supply sufficient revenue to cover the City's standard fee as well as the taxes and operating costs.

The owner has suggested that the market value of the land be set at $110.00 per sq. ft. rather than the Property Department estimate of $200.00 per sq. ft. and that the fee be phased-in over 20 years. The attached letter from the owner's consultant outlines these points and their suggested annual fee schedule. An increasing fee schedule for the underground parking under James Street was proposed by the same developer and approved by the Region for the Phase 1 building.

GSA:jd

Progress
intelligently
planned

Telesis Development Group

Property Department
Real Estate Division
Date Feb 27/89

File No.	Inf.	Act
Director		
Manager		
Chief Appraiser		
Architect Div.		
Prop. Maint. Div.		
Secretary		

February 22, 1989

Telesis Development Limited
Suite 1601
One King Street West
Hamilton, Ontario
L8P 1A4

416 521-1451

City of Hamilton
71 Main Street West
HAMILTON, Ontario
L8N 3T4

Attention: Mr. Dan Vyce

Dear Sir:

Re: Below Grade Encroachment, MacNab Street
Commerce Place, Stage II, Twenty-One King Street West

Further to our meeting of February 20th and in order to avoid any confusion, we wish to confirm that the owners of Commerce Place are ambitious to lease from the City below grade rights in the area beneath the MacNab Street sidewalk located immediately west of the Phase II Commerce Place lands in order that the Phase II Commerce Place development may include 4 below grade loading spaces accessible from the existing MacNab Street tunnel and additional parking located on 2 levels within this area.

As I have advised you and based upon our Phase I construction and operating experience, it is the case that the below grade parking areas do not generate sufficient revenues to provide for any return on or return of the capital necessary to construct them. At current parking rates ($80.00 per stall per month) these areas effectively generate only enough revenue to pay their tax and operating costs. For this reason we have requested that the City give consideration to the possibility of amending its standard formula for encroachment purposes. We believe this is in the best interest of both the City and in the best interest of our new building in that we will, with your help, be able to provide additional parking which is, as you know, at a premium in the downtown core.

You have explained to us that your standard policy is to charge users 10% of 50% of the fair market value of such encroachments. I have advised you that based upon the available revenues, our project cannot support this cost. We would wish you to give consideration to the possibility of agreeing to provide a lease of these below grade areas on the basis set out on the attached schedule. This schedule would be in place for a period of 20 years and would provide for the staggered increase of rent of these areas. The value of the land would be the same value as the owner has agreed to carry his property for development purposes.

As you know, we remain very ambitious to satisfy the requirements for parking for our project and we are also supportive of the concept of constructing the loading areas below grades so as to avoid the inconvenience and disruption of such functions at sidewalk level. Under the circumstances we would respectfully request your consideration of the proposed terms and conditions for this lease.

We are currently preparing detailed plans indicating the area and elevation of the encroachment together with a legal description of this area, which could be attached to the documentation for this lease. I will provide these items to you as soon as they are available.

The area analysis set out on the attached schedule is our current best estimate of the required lands, however, you will appreciate that it may vary slightly after the final survey is conducted.

I would be pleased to attend your committee meeting to make a formal presentation of this matter and to answer any questions which you may have. Would you please confirm the date upon which I would expect to make such presentation.

Thank you for your kind attention in this matter.

Yours very truly
TELESIS DEVELOPMENT GROUP

David A. House
Development Manager

/ah
enc.

SCHEDULE A

The Rent for the City land would be as set out below:

Area required for loading	3,310 s.f.
Area required for parking (15 cars)	1,650 s.f.
	4,960 s.f. @ $110.00 per square foot =
	545,600 x 50% x 10% =
	$27,280.00

The incremental payment schedule would be:

Year 1	$ 1,364.00	Year 11	$15,004.00
Year 2	$ 2,728.00	Year 12	$16,368.00
Year 3	$ 4,093.00	Year 13	$17,730.00
Year 4	$ 5,456.00	Year 14	$19,090.00
Year 5	$ 6,820.00	Year 15	$20,460.00
Year 6	$ 8,184.00	Year 16	$21,824.00
Year 7	$ 9,548.00	Year 17	$23,188.00
Year 8	$10,912.00	Year 18	$24,552.00
Year 9	$12,276.00	Year 19	$25,916.00
Year 10	$13,640.00	Year 20	$27,280.00

After year 20, the fee would be 10% of 50% of fair market value to be agreed or arbitrated each 10 years.

WEST
JAMES ST. S.
MACNAB ST. S.
MACNAB ST. SOUTH
TRUCK TUNNEL
TUNNEL
CENTENARY UNITED CHURCH
24
PARKING AREA
S·954
42
H1/
1/S·954
36
38
SITE PLAN CONTROL
BY-LAW No. 84-76
32
28
24
18
16
I
CANADIAN IMPERIAL BANK OF COMMERCE
II
PHASE
AREA TO BE LEASED
OFFICE TOWER
115
119
STELCO TOWER
100
BANK OF MONTREAL
1.
2

7(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(72)

SUBJECT

Banner Display Application
May 28, 1990 to June 4, 1990

RECOMMENDATION

That St. Peter's Hospital be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 28, 1990 to Monday, June 4, 1990, with the following message:

ST. PETER'S HOSPITAL
BEGINNING OUR SECOND CENTURY
OPEN HOUSE JUNE 1

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from St. Peter's Hospital, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

7(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(73)

SUBJECT

Banner Display Application
April 2, 1990 to April 9, 1990

RECOMMENDATION

That the Industry-Education Council (Hamilton-Wentworth) be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, April 2, 1990 to Monday, April 9, 1990, with the following message:

APRIL IS INDUSTRY-EDUCATION
PARTNERSHIP MONTH

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Industry-Education Council (Hamilton-Wentworth), requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

7(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(75)

SUBJECT

Banner Display Application
August 7, 1989 to August 14, 1989

RECOMMENDATION

That Cycle Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, August 7, 1989 to Monday, August 14, 1989, with the following message:

NIAGARA CLASSIC BICYCLE RACE
HESS VILLAGE - AUGUST 13
DUNDAS - AUGUST 19
GORE PARK - AUGUST 19

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Cycle Hamilton, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

7(d)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(76)

SUBJECT

Banner Display Application
January 22, 1990 to January 29, 1990

RECOMMENDATION

That the Victorian Order of Nurses, Hamilton-Wentworth Branch, be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 22, 1990 to Monday, January 29, 1990, with the following message:

VICTORIAN ORDER OF NURSES
CELEBRATING V.O.N. WEEK

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Victorian Order of Nurses, Hamilton-Wentworth Branch, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

7(e)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(77)

SUBJECT

Banner Display Application
March 26, 1990 to April 2, 1990

RECOMMENDATION

That Opera Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 26, 1990 to Monday, April 2, 1990, with the following message:

OPERA HAMILTON PRESENTS THE
MARRIAGE OF FIGARO
APRIL 5 AND 7, 1990

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Opera Hamilton, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

7(f)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 15 February 1989
COMM FILE: 3.11.7
DEPT FILE: T103-37
I.D. 0246D(74)

SUBJECT

Banner Display Application
June 26, 1989 to July 3, 1989

RECOMMENDATION

That the Canadian Serbian Centre "Holy Trinity" be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, June 26, 1989 to Monday, July 3, 1989, with the following message:

SERBIAN WEEK
"KOSOVO" 600 YEARS

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $150.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Canadian Serrbian Centre "Holy Trinity", requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

ID# 1569D(39)

7(g)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 24 February 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

SUBJECT:

Banner Display Application
March 26, 1989 to April 3, 1989

RECOMMENDATION

That the Ontario Liberal Party be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 26, 1989 to Monday April, 3, 1989, with the following message:

WELCOME LIBERALS
BIENVENU LIBERAUX

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the ONTARIO LIBERAL PARTY requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:lp

c.c. H. Reinhold, Department of Public Works

8.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 27 February 1989
COMM FILE:
DEPT FILE: T103-37
I.D. 0043D(24)

SUBJECT

Amendment of Banner Display Date
Monday, December 4, 1989 to Monday, December 11, 1989

RECOMMENDATION

That the resolution granted to the Big Brothers Association on June 28, 1988 in adopting Item #44 of the 10th report of the Transport & Environment Committee be amended by substituting the date of Monday, December 4, 1989 to Monday, December 11, 1989 instead of Monday, March 27, 1989 to Monday, April 3, 1989.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from the Big Brothers Association to change the date of their banner display.

JKC:sw

cc: H. Reinhold, Department of Public Works

9(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 24
COMM FILE: S610-01
S701-47
DEPT FILE:
ID#0043D (13)

SUBJECT:

To Incorporate Certain City Lands into Greencedar Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Block 56, Plan 62M-377 (0.30 m reserve) into Greencedar Drive).

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth

BACKGROUND

The City of Hamilton is the owner of Block 56, Plan 62M-377 and it is necessary that this block be incorporated into Greencedar Drive to provide access to and from a soon to be registered plan of subdivision to the east (to be commonly known as Almas Gardens, Phase Five).

RPM:hs

9 (b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 24
COMM FILE: S601-01
S701-47
DEPT FILE:
ID#0043D (14)

SUBJECT:

To Incorporate Certain City Lands into Greenguild Avenue.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Part 2, Plan 62R-8403 (0.305 reserve) into Greenguild Avenue.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Part 2, Plan 62R-8403 and it is necessary that this part be incorporated into Greenguild Avenue to establish Greenguild at its final width of 20 m and provide access to and from to a soon to be registered plan of subdivision to the west (to be commonly known as Almas Gardens, Phase Five).

RPM:hs

9(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 24
COMM FILE: S601-01
S610-03
DEPT FILE:
ID#0043D (12)

SUBJECT:

To Incorporate Certain City Lands into Brigade Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Part 1, Plan 62R-9675 into Brigade Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Part 1, Plan 62R-9675 and it is necessary that this part be incorporated into Brigade Drive to provide access to and from Brigade Drive to a soon to be registered subdivision abutting and to the south (commonly known as Oakdale Estates - Phase Two).

RPM:hs

9 (d)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 24
COMM FILE: S601-01
S701-03
DEPT FILE:
ID#0043D (15)

SUBJECT:

To Incorporate Certain City Lands into Sinena Avenue.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a by-law to incorporate Parts 2 & 5, Plan 62R-8055 and the easterly 30.50 m of Block 45, Plan 62M-472 into Sinena Avenue.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner all Block 45, Plan 62M-472 and parts 2 & 5, Plan 62R-8055 and it is necessary that these parts and easterly 30.50 m of said Block 45 be incorporated into Sinena Avenue to provide access to and from the abutting subdivision (commonly known as Vignatio Village), registered as Plan 62R-535.

RPM:hs

FOR ACTION

10.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 23
COMM FILE:
DEPT FILE: S701-61
ID#0043D

SUBJECT:

Plan of Subdivision for "ASPEN WEST - PHASE 4", Hamilton, located west of Upper Wentworth Street and north of Stone Church Road in the Crerar Neighbourhood, Hamilton.

RECOMMENDATION

(a) That the submitted Schedules for the estimated cost of services in "ASPEN WEST - PHASE 4", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner, Benemar Construction Inc. (M. DeBenedictis, President). These lands are located west of Upper Wentworth Street and north of Stone Church Road in the Crerar Neighbourhood. The total estimated cost of services for this development is $235,641.07.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Bememar Construction Inc.

(c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.

(e) That the City's share for the cost of services for the development ($59,756.01) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

(f) That the City accept title to the land required for the future Marlene Drive, including the 0.3m reserve from the owner, "The Estate of Soloman Wasserman". These lands (described as Parts 1 and 2 on a Plan of Reference as prepared by J. D. Barnes Limited 1989, Plan W-7273) are being dedicated to the City by its owner in accordance with a draft plan of subdivision and the developer's solicitor is to prepare the necessary deed(s) and certify title to the City.

Cont'd...

Plan of Subdivision for "ASPEN WEST - PHASE 4", Hamilton, located west of Upper Wentworth Street and north of Stone Church Road in the Crerar Neighbourhood, Hamilton

RECOMMENDATION, Cont'd...

(g) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:

i) incorporate Part 1 on a plan of reference as prepared by J. D. Barnes Limited 1989, (Plan W-7273), into the road allowance for Marlene Drive, after the plan of subdivision for Aspen West - Phase 4 has been registered.

ii) incorporate the 0.3m reserve, Block 42, registered plan 62M-495 into the Rockview Avenue road allowance after the Plan of subdivision for "Aspen West - Phase 4" has been registered.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "Aspen West - Phase 4" is as follows:

Type of Work	Amount to be Considered
Catch Basins and Connections	$ 4,592.00
Sidewalks and Curbs	$ 11,528.16
Final Roads	$ 40,713.85
Dead-End Barricades	$ 672.00
Street Lighting	$ 2,250.00
Total City Share	$ 59,756.01

A portion of the City share ($17,600.87) is non-recoverable. This is attributable to the use of extra strength asphalt on Rockview Avenue and Sirente Drive. However, the remaining portion of the City share ($42,155.14) is recoverable when adjacent lands on the north side of Sirente Drive and the west side of Marlene Drive are developed. The estimated cost of the Subdivider's share of the City services is estimated to be $175,885.06.

Cont'd...

Plan of Subdivision for "ASPEN WEST - PHASE 4", Hamilton, located west of Upper Wentworth Street and north of Stone Church Road in the Crerar Neighbourhood, Hamilton

BACKGROUND

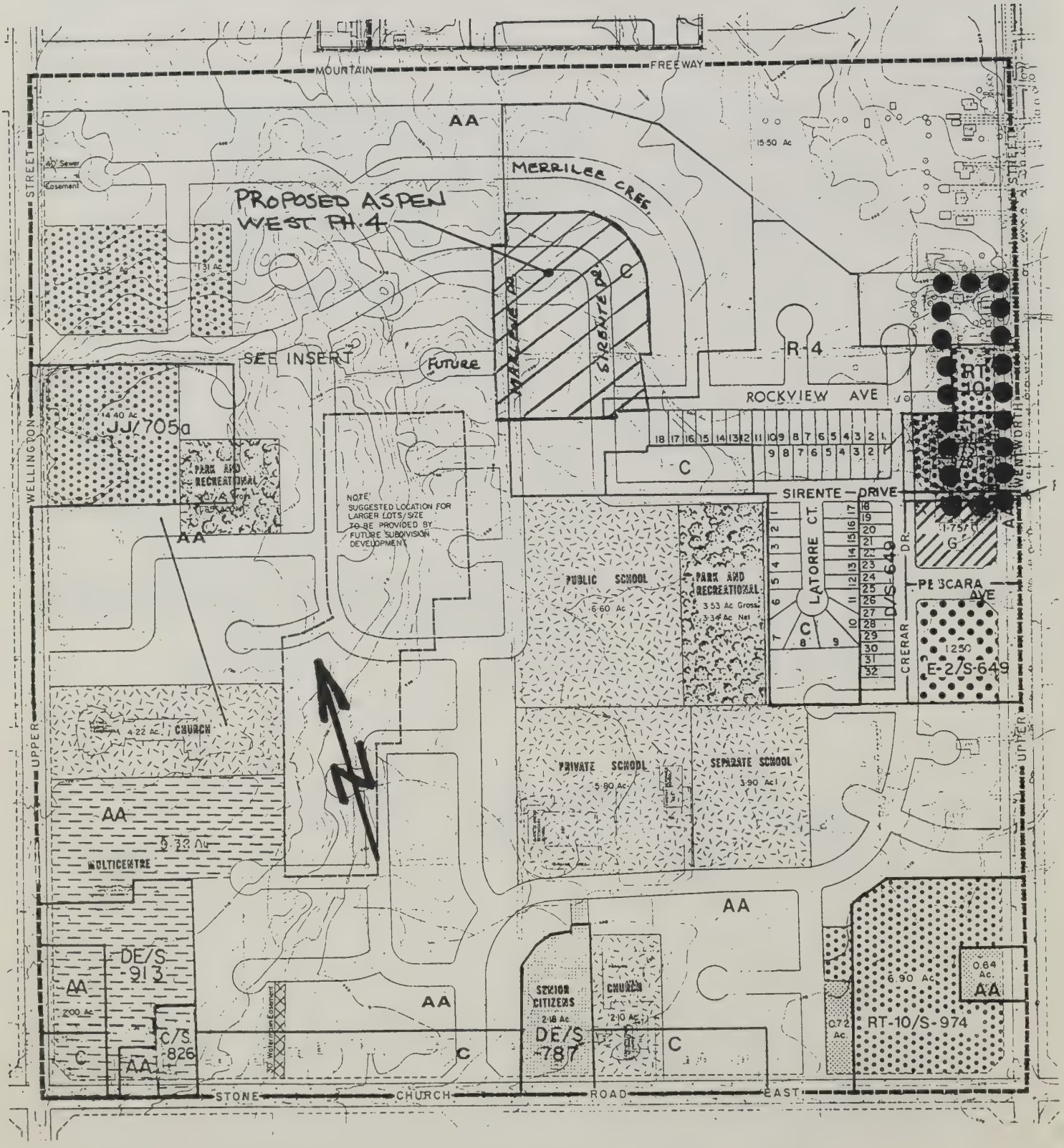
Clause 1A (b) of the Eighth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on April 8, 1986, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is Benemar Construction Inc. (M. DeBenedictis, President). Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Sidney W. Woods Engineering Inc. and J. D. Barnes Limited 1989, respectively, have been submitted to Regional Engineering for approval.

For the Committee's information, as a requirement of draft plan approval, the owner is to establish Marlene Drive to its full width of 20m. The owner of the lands to the west, "The Estate of Soloman Wasserman", will be conveying Parts 1 and 2 as indicated on a plan of reference prepared by J. D. Barnes Limited 1989, (Plan W-7273) to the City for road widening purposes and a 0.3m reserve. The City will then open the road by By-law once the plan of subdivision for Aspen West - Phase 4 has been registered.

Also, the 0.3m reserve known as Block 42 on registered plan 62M-495 should be incorporated into the Rockview Avenue road allowance after the plan of subdivision for Aspen West - Phase 4 has been registered.

CAU:jd
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasury; Att: B. Hotrum
cc: M. A. Chidley, Regional Surveyor
cc: K. A. Rouff, City Solicitor


MOUNTAIN
FREEWAY
AA
MERRILEE CREE
PROPOSED ASPEN WEST PH. 4
SIRENTE DR
C
R-4
ROCKVIEW AVE
SEE INSERT
FUTURE
JJ/705a
PARK AND RECREATIONAL
NOTE: SUGGESTED LOCATION FOR LARGER LOTS/SIZE TO BE PROVIDED BY FUTURE SUBDIVISION DEVELOPMENT
SIRENTE DRIVE
LATORRE CT.
PUBLIC SCHOOL
6.60 Ac
PARK AND RECREATIONAL
3.53 Ac Gross
3.34 Ac Net
PESCARA AVE
E-2/S-649
D/S-649
CRERAR DR.
RT-10
G
CHURCH
4.22 Ac.
PRIVATE SCHOOL
5.90 Ac
SEPARATE SCHOOL
3.90 Ac
WOLTICENTRE
DE/S-913
C/S-826
SENIOR CITIZENS
2.18 Ac
DE/S-787
CHURCH
2.10 Ac
6.90 Ac
0.64 Ac.
0.72 Ac.
RT-10/S-974
WELLINGTON STREET
UPPER
WENTWORTH STREET
STONE CHURCH ROAD EAST

KEY PLAN

N.T.S.

11.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 22 February 1989
COMM FILE: 3-11-.4
DEPT FILE: E205-05
I.D.#0245D (27)

SUBJECT:

Amendment to Standard Subdivision Agreement regarding costs for Street Trees.

RECOMMENDATION

The payment for street trees in subdivisions be increased from five dollars fifty cents ($5.50) per metre to six dollars and twenty-five cents ($6.25) per metre of frontage & flankage. The new rate is to be applied to all subdivisions to be approved by Council after the adoption of the new rate.

EXPLANATORY NOTE

The subdividers are required to make a cash payment to the City who then plants a reasonable number of trees on new streets in the new residential areas. The general concept is one tree per lot.

G.S. Spencer

G.S. Spencer
Commissioner of Engineering

BACKGROUND

The City policy requires the subdivider to make a cash payment to the City for trees to be planted on new streets. The concept is to plant one tree per lot along the frontage, a reasonable number of trees along flankages and along large blocks of land within new subdivisions.

Cont'd ....

February 22, 1989

Amendment to Standard Subdivision Agreement regarding costs for Street Trees

Cont'd

The charge is levied on the basis of a fixed amount per metre frontage and flankage rather than on a per tree basis. This is for the convenience of administration. The total collected amount is meant to cover 100% of the City's cost in the long run. The last time this charge was revised to reflect actual costs was in January 1988. We have now been advised by the Public Works Department that the planting cost has increased from approximately 75 dollars per tree to approximately 85 dollars per tree. It is therefore necessary to increase the cost from five dollars fifty cents ($5.50) per metre to six dollars twenty-five cents ($6.25) per metre to avoid subsidizing the tree planting programme.

DVC:lp

12.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 22
COMM FILE: 3-11.4
DEPT FILE: S715-20
ID#0043D

SUBJECT:

Request for Deletion of Sidewalks on Certain Streets in the Oakdale Estates Subdivision

RECOMMENDATION

That the request of Urbex Management Limited for the deletion of sidewalks on one side of Streets "B", "D", and "I" in Oakdale Estates Subdivision be denied.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Urbex Management Limited on behalf of 428680 Ontario Limited to install sidewalks on one side only of Streets "B", "D" and "I" in Oakdale Estates Subdivision.

The attached plan shows the areas requested for sidewalk deletion. The sidewalk policy for new subdivisions, which was approved by Council on January 14, 1986 (Item 14 of the Second Report of the Transport and Environment Committee) states:

(a) That sidewalks in new subdivisions shall be installed on both sides of all streets, except as outlined below; and

(b) That sidewalks shall not be mandatory on cul-de-sacs or crescents with thirty or fewer residential units except when these streets are used for through pedestrian access, in which case there shall be a sidewalk on at least one side; and

(c) That sidewalks shall be installed on at least one side on cul-de-sacs and crescents with more than thirty residential units; and

(d) That when sidewalks are required on one side only, the side shall be chosen by staff upon consideration of the location of such things as bus stops, schools, parks and commercial sites in the vicinity; and

Cont'd...

Request for Deletion of Sidewalks on Certain Streets in the Oakdale Estates Subdivision

Cont'd...

(e) That in instances where sidewalks are required on one side of a street which has different owners/developers on each side and development of the side with the sidewalk precedes the other side, the City shall bear 50% of the cost of the sidewalk and recover this cost when the other side is developed. When development of the side without the sidewalk precedes the other side, the City shall collect 50% of the estimated cost of the sidewalk, at the time of the execution of the subdivision agreement, and when the sidewalk is built, the City shall bear 50% of the cost of the sidewalk; and

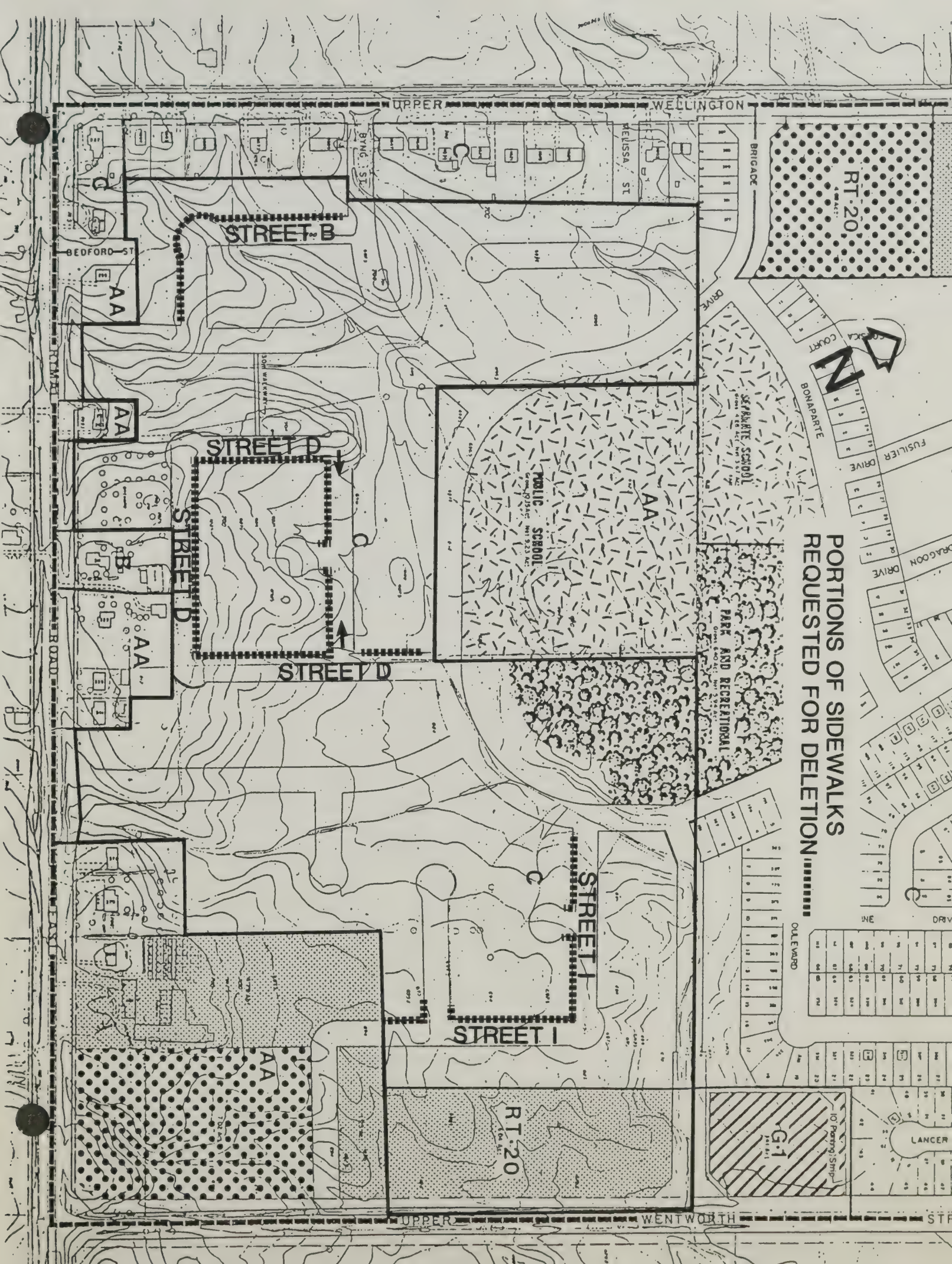
(f) That subdividers agree in their subdivision agreements with the City to inform every prospective lot purchaser of those streets, cul-de-sacs or crescents within the subdivision which do not or will not have sidewalks; and

(g) That underground wiring, street lighting and hydrants shall be installed on the no-walk side of all streets.

NOTE: A crescent shall be defined as a curvilinear street which is connected at each end to the same street and does not have any other streets intersecting it.

Since streets "B", "D", and "I" are not crescents as defined in the policy (they have intersecting streets or are not connected to the same street at each end), the sidewalks should be installed on both sides.

RPM:jd
Attach.


PORTIONS OF SIDEWALKS
REQUESTED FOR DELETION
UPPER WELLINGTON
UPPER WENTWORTH
STREET B
STREET D
STREET D
STREET D
STREET I
STREET I
BEDFORD ST
BYNG ST
MELISSA ST
BRIGADE
DRIVE
COURT
BONAPARTE
FUSILIER
DRIVE
DRAGOON
DRIVE
OLLE VARD
LANCER
PUBLIC SCHOOL
SEPARATE SCHOOL
PARK AND RECREATIONAL
RT-20
RT-20
G-1
AA
AA
AA
AA
AA
N

FOR ACTION

13(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-53-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of San Francisco Drive and San Pedro Drive - Intersection Control.

RECOMMENDATION:

a) That westbound traffic on San Pedro Drive be required to stop for northbound and southbound traffic on San Francisco Drive; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

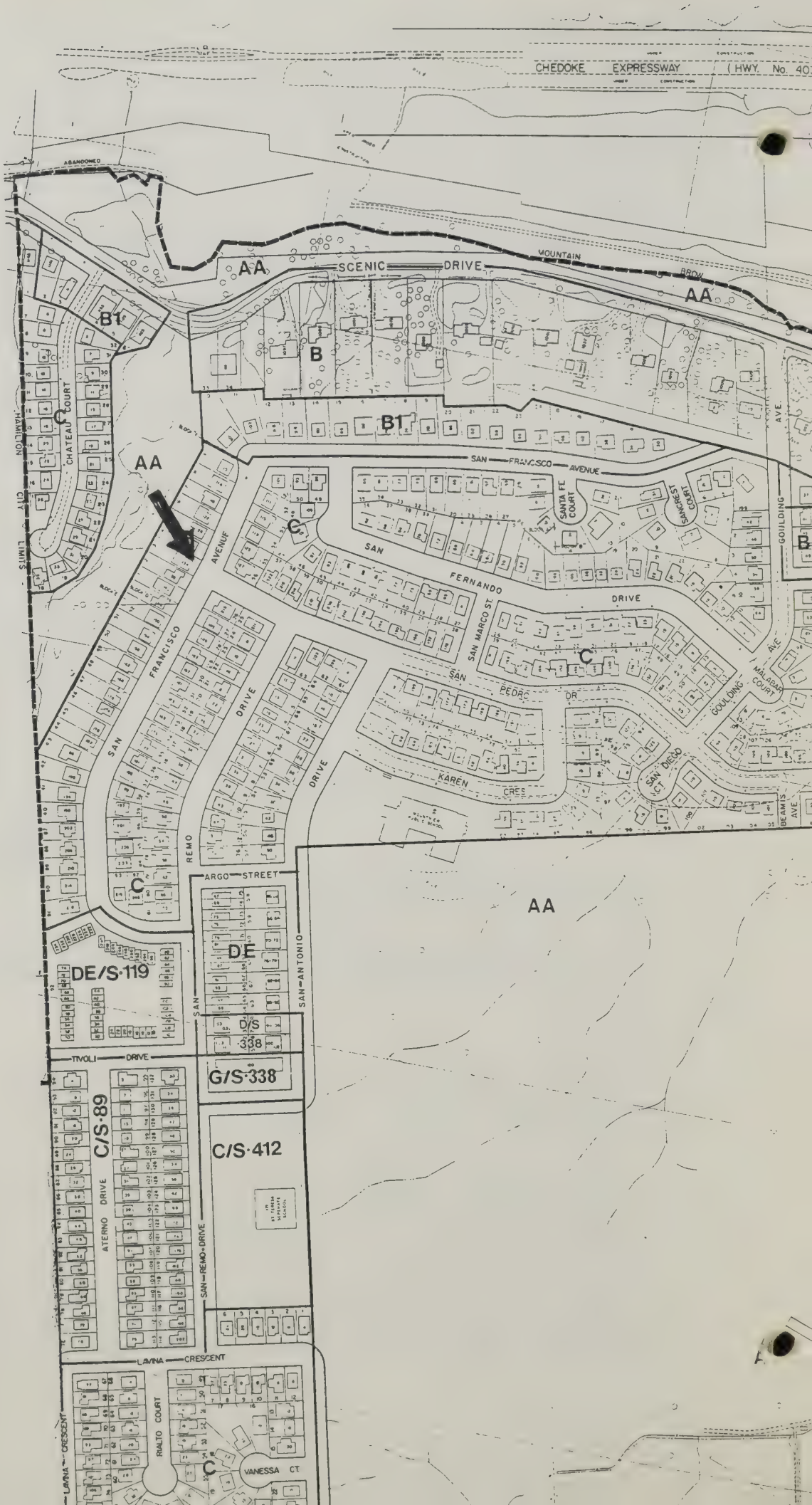
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the resident at No. 138 San Francisco Drive that stop control be implemented at the intersection of San Francisco and San Pedro. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this location in the past six years. Thus, the intersection has operated safely, and there is no compelling reason to erect a stop sign at this location. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that westbound traffic on San Pedro would be required to stop for northbound and southbound traffic on San Francisco. Therefore, the Traffic Department concurs with the request.


CHEDOKE EXPRESSWAY (HWY. No. 40
ABANDONED
MOUNTAIN BROW
SCENIC DRIVE
AA
B1
B
C
CHATEAU COURT
HAMILTON CITY LIMITS
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
SAN FERNANDO DRIVE
SAN MARCO ST.
SAN PEDRO DR.
KAREN CRES.
SAN DIEGO CT.
GOULDING AVE.
MALABAR COURT
BEAMIS AVE.
REMO DRIVE
ARGO STREET
SAN ANTONIO
DE
DE/S·119
D/S 338
G/S·338
TIVOLI DRIVE
C/S·89
ATERNO DRIVE
C/S·412
SAN REMO DRIVE
LAVINA CRESCENT
RALTO COURT
VANESSA CT.

FOR ACTION

13(b)

REPORT TO: Mr. Murray F. Main
Director of Traffic Services

FROM: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

DATE: 1989 February 23
COMM FILE: TEC-54-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Bendamere Avenue and West 33rd Street - Intersection Control.

RECOMMENDATION:

a) That the existing stop control at the intersection of Bendamere Avenue and West 33rd Street be switched such that eastbound and westbound traffic on Bendamere Avenue would be required to stop for northbound and southbound traffic on West 33rd Street; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

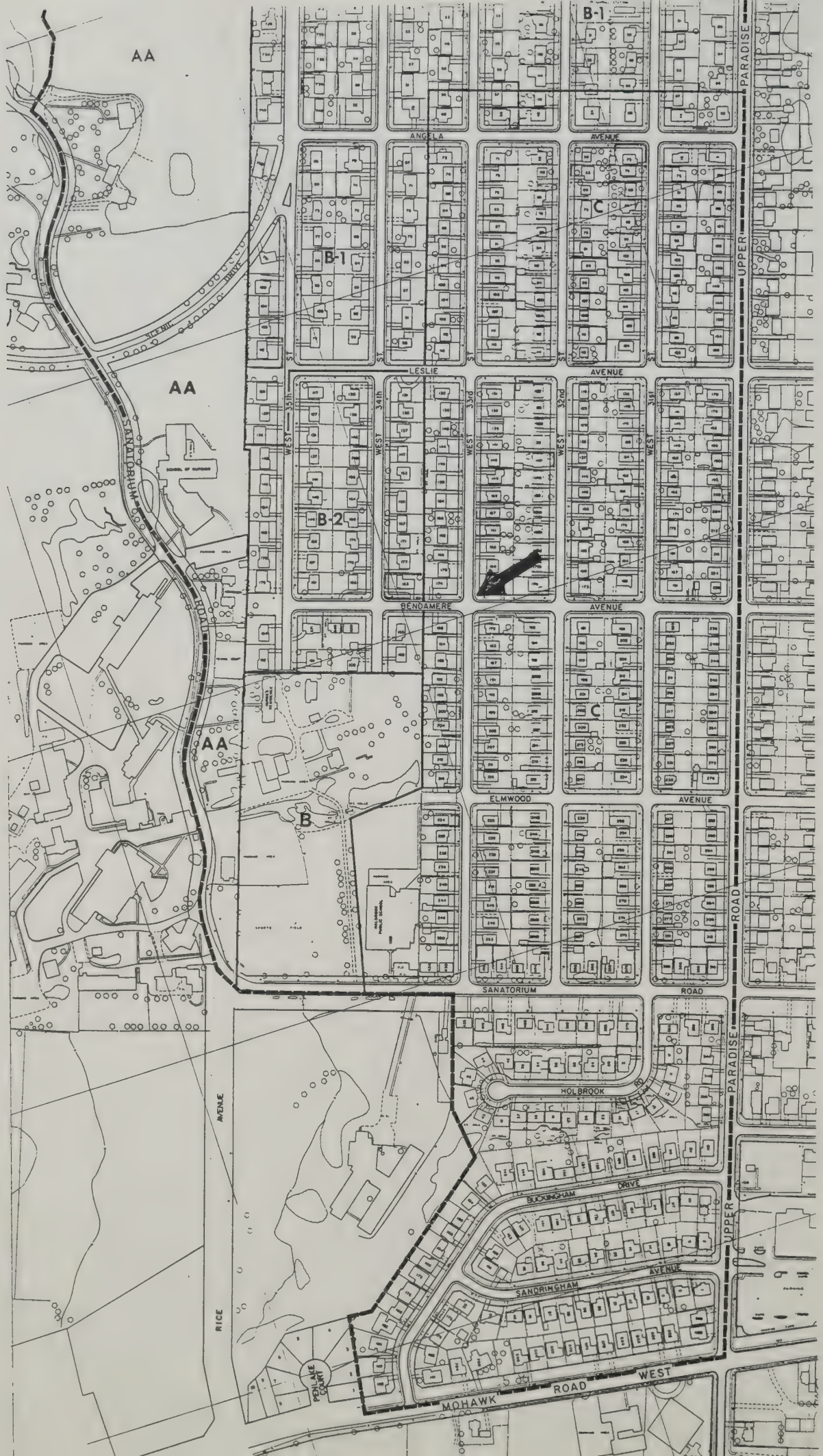
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Tom Murray on behalf of the Principal of Holbrook Public School that an investigation be made into the possibility of switching the intersection control at Bendamere and West 33rd, to provide an additional stop location on Bendamere.

Presently, northbound and southbound traffic on West 33rd is required to stop for eastbound and westbound traffic on Bendamere. There are presently no stops on Bendamere in the five block section between Upper Paradise and West 35th, but northbound and southbound traffic on West 33rd is required to stop at five of the six intersections between Sanatorium and Scenic. Thus, switching the direction of stop control at Bendamere and West 33rd would be beneficial to the pattern of stop control on both of these streets. Therefore, the Traffic Department concurs with the request.


AA
AA
AA
B-1
B-1
B-2
B
C
C
ANGELA AVENUE
LESLIE AVENUE
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
HOLBROOK ROAD
BUCKINGHAM DRIVE
SANDRINGHAM AVENUE
MOHAWK ROAD WEST
UPPER PARADISE ROAD
SANATORIUM ROAD
RICE AVENUE
PEALAKE COURT
35th WEST ST
34th WEST ST
33rd WEST ST
32nd WEST ST
31st WEST ST

14(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-49-89
DEPT FILE: 3-9.2

SUBJECT:

East 36th Street between Concession Street and the north end - Parking Regulations.

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of East 36th Street from Concession Street to the north end be removed; and

b) That an "Alternate Side Parking" regulation be implemented on East 36th Street from Concession Street to the north end such that parking is prohibited.

- on the east side of the street during the months of December, January, February and March, and from the first to the 15th of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

c) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

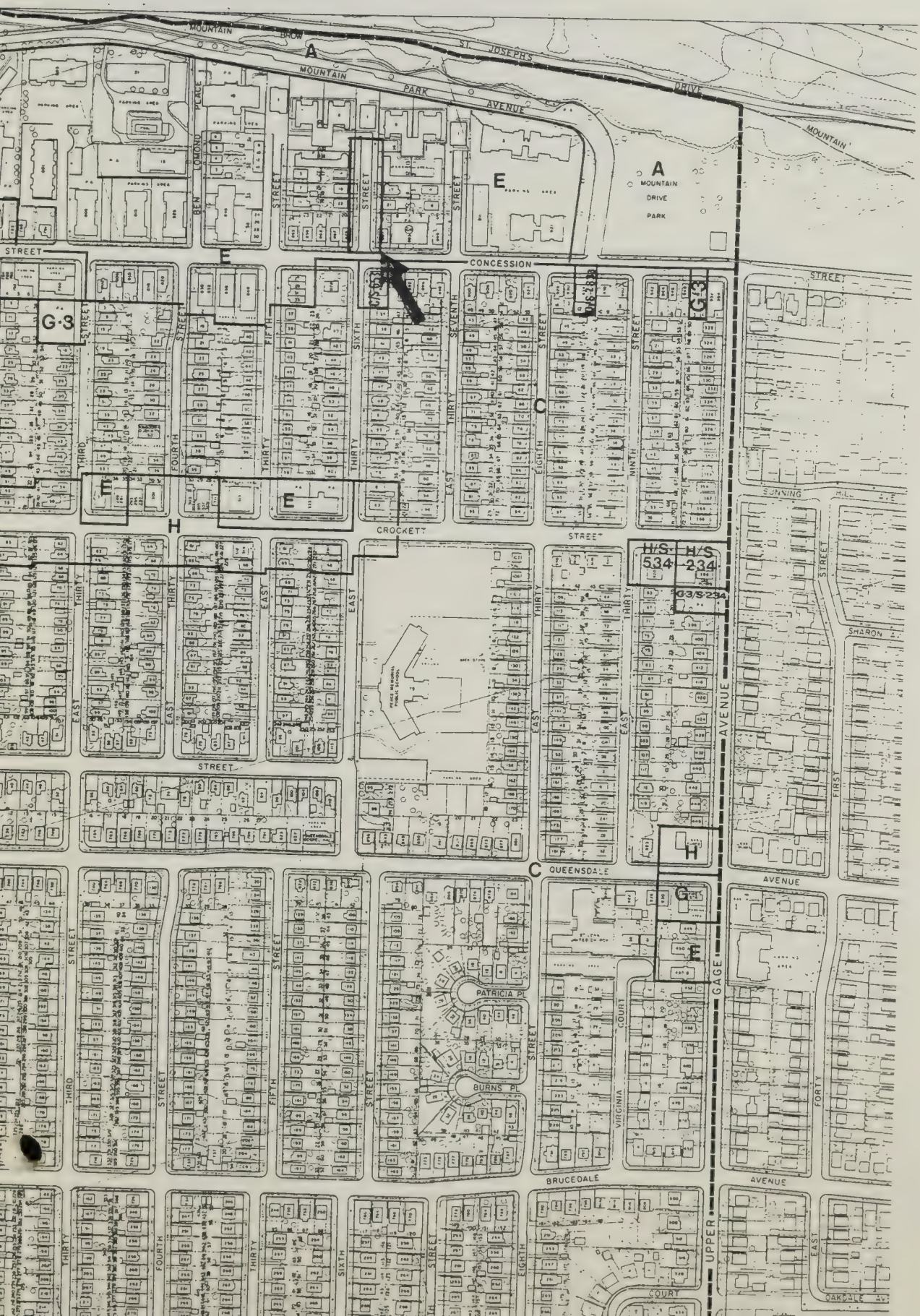
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all seven of the one, two and three family dwellings abutting East 36th Street

from Concession to the north end requesting that an "Alternate Side Parking" regulation be implemented on the street. Five of the seven residents were in favour of the proposed regulation, one was opposed and one had no opinion. East 36th Street has a 28 foot pavement width in this area, and presently, there is a "No Parking" regulation on the east side and unrestricted free parking on the west side of the street.

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. The residents of this street have indicated that they would prefer that the parking prohibition alternate from one side of street to the other. Therefore, since 71% of the abutting residents have signed the petition, the Traffic Department concurs with the request.

There is approximately one additional parking space on the west side of the street in this block. Therefore, in order to maximize the number of on-street parking spaces, it would be appropriate to prohibit parking on the east side of the street during the winter months.


MOUNTAIN BROW
ST. JOSEPH'S
MOUNTAIN PARK AVENUE
DRIVE
MOUNTAIN
A
MOUNTAIN DRIVE PARK
E
BEN LOMOND PLACE
STREET
CONCESSION
G-3
H/S 534-234
G3/S-234
CROCKETT
SUNNING HILL
SHARON
PEACE MEMORIAL PUBLIC SCHOOL
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
THIRTY
EAST
FIRST
FORTY
AVENUE
QUEENSDALE
PATRICIA PL
BURNS PL
VIRGINIA
COURT
BRUCEDALE
GAGE
UPPER
OAKDALE AV

14(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-51-89
DEPT FILE: 3-9.2

SUBJECT:

Princeton Drive between Margate Avenue and Valecrest Avenue - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking, 8:00 a.m. - 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Princeton Drive between Margate Avenue and Valecrest Avenue; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

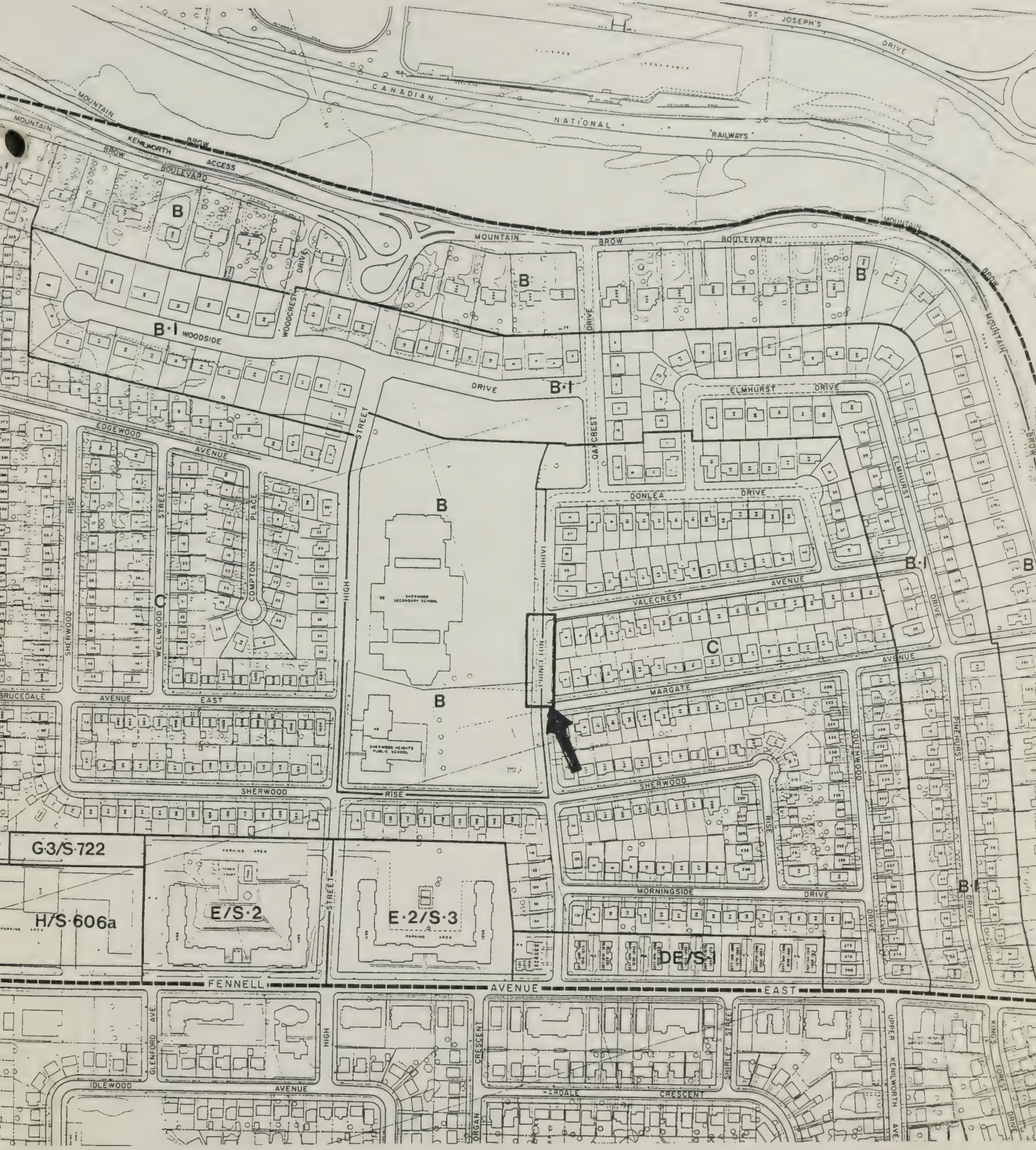
Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting, and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Board of Education that a "No Parking" regulation be implemented on the east side of Princeton Drive between Margate and Valecrest in order to facilitate turning movements of school buses serving Sherwood Secondary School. Princeton Drive has a 28 foot pavement width and presently, there is unrestricted free parking on the east side of Princeton and a "No Parking, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation on the west side of the street in front of the school.

Princeton Drive has only a 28 foot pavement width in this area. Thus, school buses no doubt experience difficulties entering and exiting the school property because of the narrow pavement width. Therefore, in order to improve turning movements for school buses, the Traffic Department concurs with the request.

The implementation of the proposed parking prohibition would result in a loss of approximately 10 on-street parking spaces. However, there is unrestricted free parking on both sides of Margate and Valecrest, and the two flanking residential properties both have off-street parking. Therefore, the proposed parking regulation should not result in any parking problems for area residents.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CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH ACCESS
MOUNTAIN BROW
WOODCREST DRIVE
WOODSIDE DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SOUTHWOOD DRIVE
PINEHURST DRIVE
MORNINGSIDE DRIVE
EDGEWOOD AVENUE
COMPTON PLACE
WELLWOOD STREET
SHERWOOD RISE
BRUCEDALE AVENUE EAST
HIGH STREET
SHERWOOD SECONDARY SCHOOL
SHERWOOD HEIGHTS PUBLIC SCHOOL
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B·1
C
G·3/S·722
H/S·606a
E/S·2
E·2/S·3
DE/S·1
FENNELL AVENUE EAST
GLENFORD AVE
IDLEWOOD AVENUE
ORGAN CRESCENT
ARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH AVE
KINGS FOREST DRIVE

14(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 February 23
COMM FILE: 3-9.2
DEPT FILE: TEC-56-89

SUBJECT: North side of Jackson Street East between Catharine Street and Walnut Street - Parking regulations.

RECOMMENDATION:

a) That stopping be prohibited on the north side of Jackson Street East commencing at a point 233 feet east of Catharine Street South and extending to a point 83 feet easterly therefrom; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Budget estimates to cover the cost of manufacturing, erecting, and maintaining the required "No Stopping" signs.

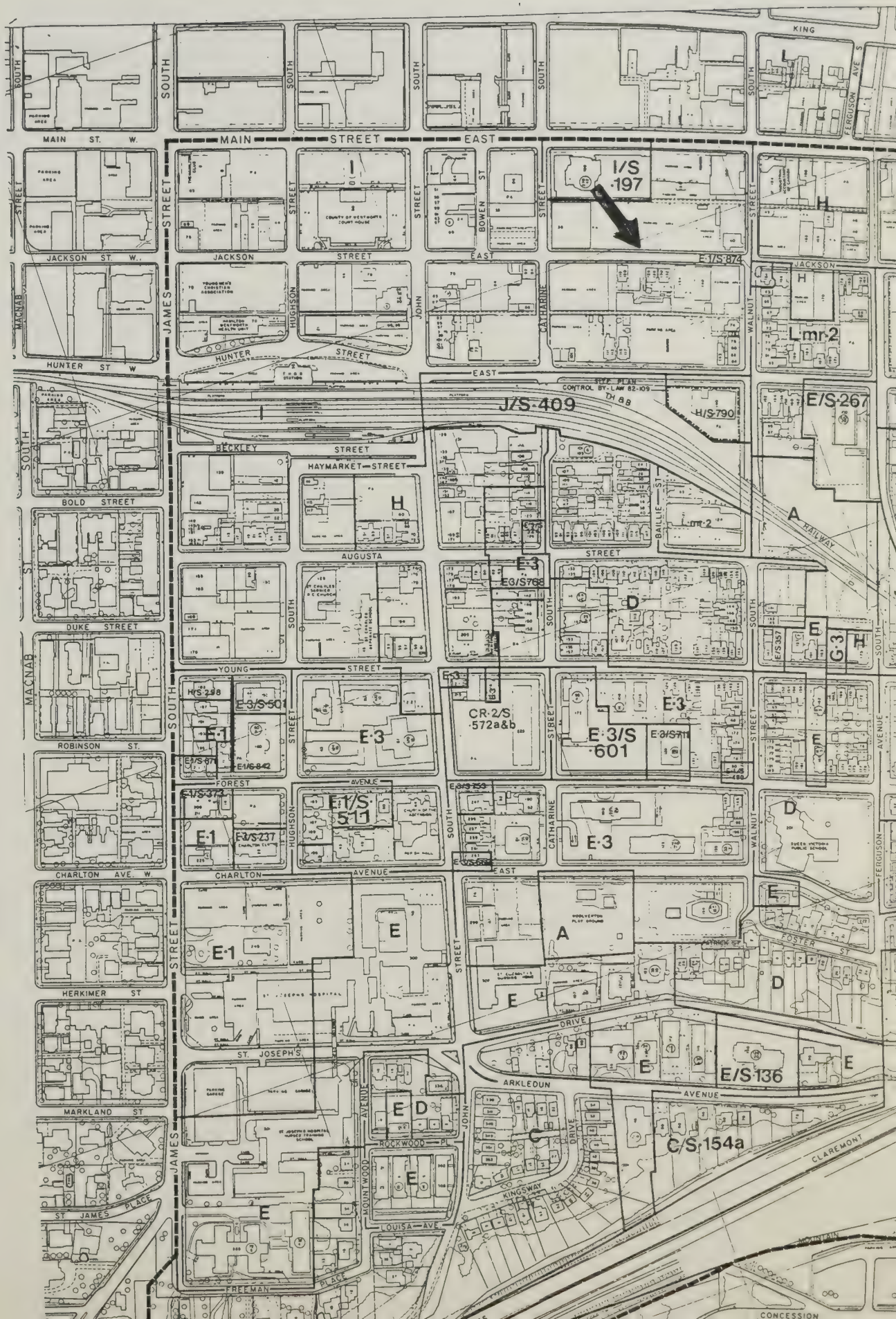
BACKGROUND:

The manager of the public parking lot on the south side of Main between Catharine and Walnut has advised that the front portion of the parking lot property is scheduled to be developed and the vehicular entrances from Main Street will be closed as of 1989 April 01. The manager has therefore requested that the presently closed entrance/exit from Jackson Street West be reopened.

The reopening of this driveway will require the removal of two parking meters directly in front of the entrance/exit, as well as one additional meter immediately east of the driveway to facilitate turning movements and to provide adequate visibility from the driveway. Stopping is presently prohibited on the west side of the driveway due to the location of a fire hydrant. The stopping prohibition could then be signed on the north side of the street across the

driveway and the area immediately to the east and west of the driveway.

Reopening the subject entrance/exit would result in a total loss of three parking metered spaces. However, since these spaces are located immediately adjacent to a public parking lot, the loss of these three spaces should not create any parking problems.


MAIN ST. W.
MAIN STREET EAST
KING
JACKSON ST. W.
JACKSON STREET EAST
HUNTER ST W
HUNTER STREET EAST
BECKLEY STREET
HAYMARKET STREET
BOLD STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
ROBINSON ST.
FOREST AVENUE
CHARLTON AVE. W.
CHARLTON AVENUE EAST
HERKIMER ST
ST. JOSEPH'S DRIVE
MARKLAND ST
ARKLEDUN AVENUE
HOCKWOOD PL
ST JAMES PLACE
LOUISA AVE
FREEMAN PLACE
KINGSWAY DRIVE
CLAREMONT
CONCESSION
JAMES STREET SOUTH
MACNAB
HUGHSON
JOHN
BOWEN ST
CATHARINE
WALNUT
BAILLIE ST
FERGUSON AVE S
MOUNTWOOD
RAILWAY
I/S 197
E/S 874
J/S 409
H/S 790
E/S 267
E3/S 768
CR 2/S 572a&b
E 3/S 601
E1/S 511
E/S 136
C/S 154a
E1/S 842
E3/S 501
E1/S 237
E3/S 759
E3/S 711
E3/S 357
H/S 298
E1/S 373
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L mr 2
SITE PLAN CONTROL BY-LAW 82-109 TH 88

15(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 22
COMM FILE: TEC-52-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Trevi Road/Greenshire Drive and Upper Paradise Road - Request for a School Traffic Officer.

RECOMMENDATION:

a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Trevi Road/Greenshire Drive and Upper Paradise Road for the morning and evening crossing periods only; and

b) That the Finance Committee be requested to recommend a method of financing $4,620.00, to cover the cost of assigning a School Traffic Officer to this intersection for the remainder of 1989.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

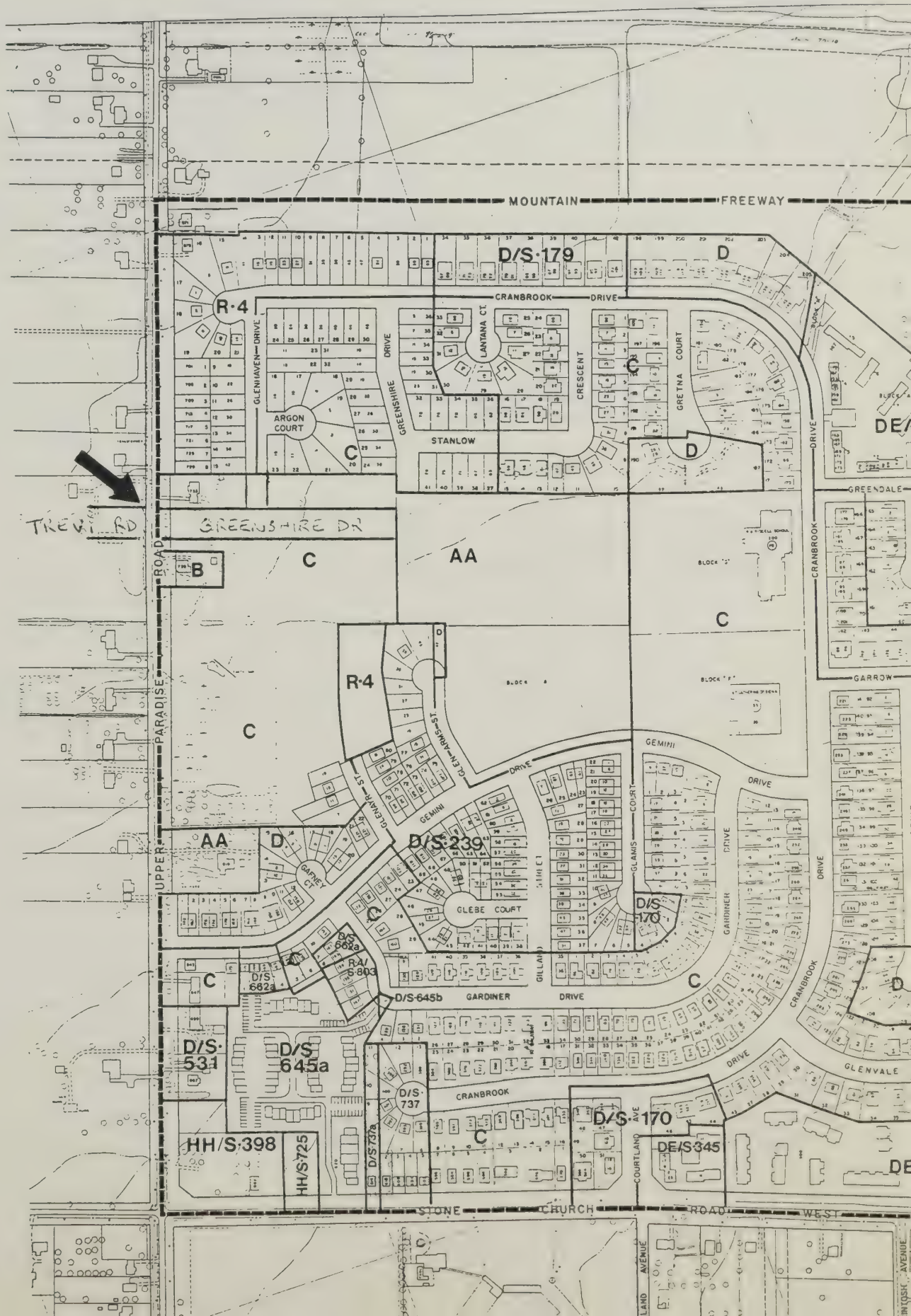
The Regional Police have advised that the cost of assigning a School Traffic Officer for the morning and evening crossing periods for the remainder of 1989 is $4,620.00 and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND:

The Traffic Department has received a request from the resident at No. 39 Trevi Road, that a School Traffic Officer be assigned to the intersection of Trevi Road/Greenshire Drive and Upper Paradise. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location under normal school crossing conditions on 1989 January 18, and observed "children standing on the edge of the roadway waiting for a chance to cross, sometimes going halfway and waiting in the centre of the roadway before completing their crossing". A total of 52 children crossed Upper Paradise during the three school crossing periods, but only 17 crossed Upper Paradise at the noon hour and because of the lower traffic volumes there were adequate safe gaps at this time. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to the intersection of Trevi Road/Greenshire Drive and Upper Paradise Road during the morning and evening crossing periods only and the Traffic Department concurs with the recommendation of the Regional Police.

cc. Mrs. D. Buist
Regional Police Department


MOUNTAIN FREEWAY
D/S·179
D
R·4
CRANBROOK DRIVE
GLENHAVEN DRIVE
ARGON COURT
GREENSHIRE DRIVE
LANTANA CT.
STANLOW
CRESCENT
GRETNA COURT
C
D
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GREENDALE
TREVI RD
GREENSHIRE DR
UPPER PARADISE ROAD
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CRANBROOK DRIVE
GARROW
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GEMINI
GEMINI DRIVE
GLEN ARMS ST
GLEBE AVE
GARNEY CT
GLEBE COURT
GLAMIS COURT
GARDINER DRIVE
D/S·239
D/S·170
D/S·662a
R/S·803
D/S·662a
D/S·645b
D/S·531
D/S·645a
D/S·737
CRANBROOK
GLENVALE
HH/S·398
HH/S·725
D/S·737a
D/S·170
COURTLAND AVE
DE/S·345
STONE CHURCH ROAD WEST

FOR ACTION

15(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-59-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Rainbow Drive and Orphir Road - Request for a School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Rainbow Drive and Orphir Road at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently $6,882.00, and presently, there are no funds budgeted for additional School Traffic Officers.

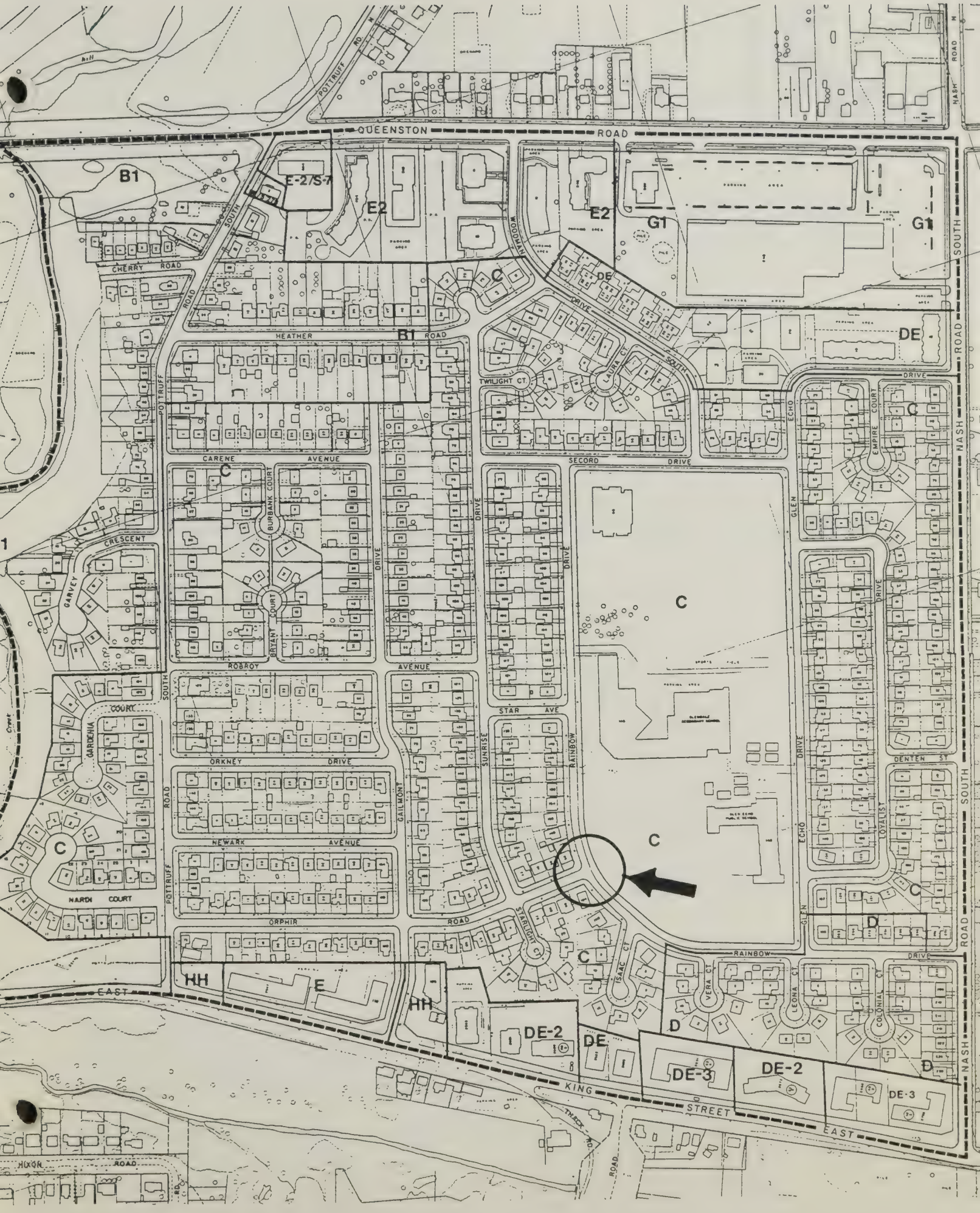
BACKGROUND:

Alderman Dominic Agostino has advised of a request that a School Traffic Officer be assigned to the intersection of Rainbow Drive and Orphir Road. The subject intersection is a "T" type intersection, and presently, there is a three-way stop at this intersection. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 February 8th, and observed 69 children crossing during the three school crossing periods. The Regional Police have concluded, in part, that "sufficient safe gaps exist to permit children to cross safely", and that "although the children had to wait occasionally, even the young children were able to cross safely without assistance". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, with no collisions reported at this intersection in at least the last seven years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department

cc. mrs. D. Buist
Regional Police Department


QUEENSTON ROAD
POTTRUFF RD. N
NASH ROAD N
B1
E-2/S-7
E2
E2
G1
G1
DE
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C
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E
DE-2
DE
DE-3
DE-2
DE-3
CHERRY ROAD
SOUTH ROAD
WOODMAN DRIVE
HEATHER ROAD
TWILIGHT CT.
LAURA CT.
SOUTH DRIVE
ECHO DRIVE
EMPIRE COURT
CARENE AVENUE
SECORD DRIVE
GLEN DRIVE
BURBANK COURT
BRYANT COURT
ROBROY AVENUE
DRIVE
STAR AVE
SUNRISE DRIVE
RAINBOW DRIVE
GANVEY CRESCENT
GARDENIA COURT
ORKNEY DRIVE
NEWARK AVENUE
GAILMONT ROAD
ORPHIR ROAD
STARLIGHT
ISAAC CT
VERA CT
LEONA CT
COLONIAL CT
LOYALTY
DENTEN ST
NARDI COURT
POTTRUFF ROAD
NASH ROAD SOUTH
EAST
KING STREET EAST
TRUCK RD
HOXOR ROAD

15(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: 3-9.6
DEPT FILE: TEC-65-89

SUBJECT: Intersection of Woodman Drive and Secord Drive-
Request for a school traffic officer.

RECOMMENDATION:

a) That no action be taken on the request for a school traffic officer at the intersection of Woodman Drive and Secord Drive, at this time; and

b) That stop signs be erected for eastbound and westbound traffic on Secord Drive at Woodman Drive such that the intersection will be controlled by a three-way stop; and

c) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The cost of assigning a school traffic officer to any location in the City on a full-time basis is presently $6,882.00 per year, and presently, funds have not been budgeted for any additional school traffic officers. Sufficient funds have been provided in the 1989 Traffic Department estimates to cover the cost of manufacturing, erecting and maintaining stop signs at this intersection.

BACKGROUND:

Alderman Dominic Agostino recently asked that an investigation be made into the need for a school traffic officer at the three-leg intersection of Woodman Drive and Secord Drive. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this intersection on 1989 February 15,

and observed a total of 99 children crossing Secord at Woodman and no children crossing Woodman during the three school crossing periods. The Regional Police have concluded that there were regularly safe gaps during the morning and evening crossing periods, but not during the evening crossing period because of the increase in vehicular traffic. The Regional Police have however recommended that a school traffic officer not be assigned to this intersection, but have asked the Traffic Department to investigate the possibility of implementing three-way stop control at this intersection. Presently, southbound traffic on Woodman is required to stop at Secord and this intersection has been operating safely since there have been no reported collisions in recent years. However, the intersection does meet at least one of the criteria respecting the use of all-direction stop control since it is immediately adjacent to Glenbrae Elementary School. Therefore, the Traffic Department concurs with the recommendation of the Regional Police that three-way stop control be implemented at this intersection.

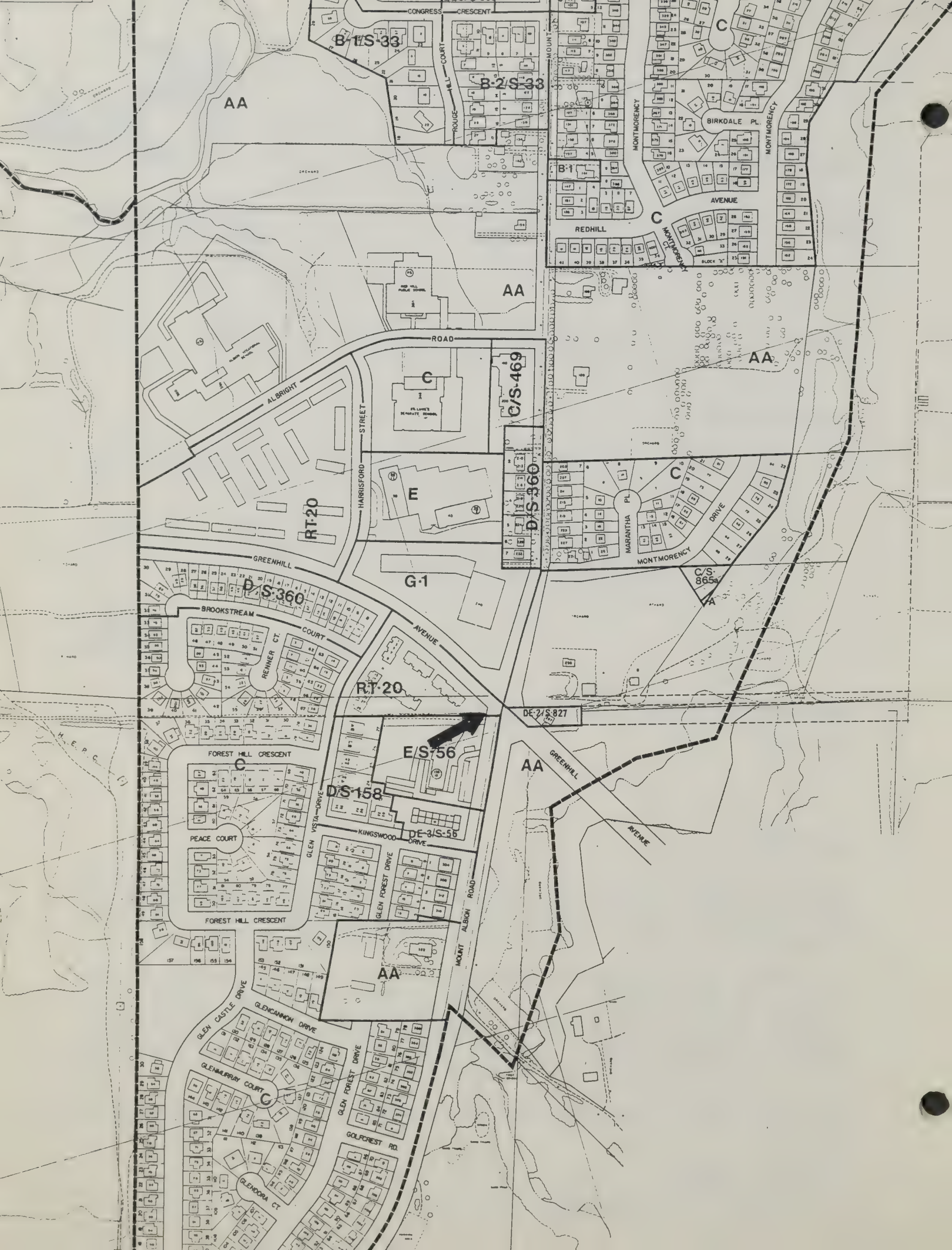
cc. Mrs. D. Buist
Regional Police Department

100	85	85
51	32	55
113	132	47

This is not a Legal Docum
For Zoning Verification Pl
Contact City Building Depa

Neighbourhood Bound
Zoning Boundary.

Prepared for The City of Ha


CONGRESS CRESCENT
B-1/S-33
B-2/S-33
AA
ROUGE HILL COURT
MOUNT
MONTMORENCY
BIRKDALE PL.
AVENUE
B-1
C
REDHILL
MONTMORENCY
BLOCK "X"
AA
ROAD
ALBRIGHT
STREET
HARRISFORD
C
C/S-469
D/S-360
E
RT-20
MARANTHA PL.
DRIVE
MONTMORENCY
C/S-865a
GREENHILL
G-1
D/S-360
BROOKSTREAM
COURT
RENNER CT.
AVENUE
RT-20
DE-2/S-827
E/S-56
AA
GREENHILL
AVENUE
FOREST HILL CRESCENT
C
D/S-158
PEACE COURT
GLEN VISTA DRIVE
KINGSWOOD DRIVE
DE-3/S-56
GLEN FOREST DRIVE
MOUNT ALBION ROAD
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GLENCANNON DRIVE
GLENMURRAY COURT
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GLEN FOREST DRIVE
GOLFOREST RD.
GLENDORA CT.

16.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 15
COMM FILE: TEC-44-89
DEPT FILE: 3-9.1

SUBJECT:

East side of Province Street North, north of Britannia Avenue - Handicapped Parking.

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the east side of Province Street North, commencing at a point 136 feet north of Britannia Avenue and extending to a point 26 feet northerly therefrom be removed; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

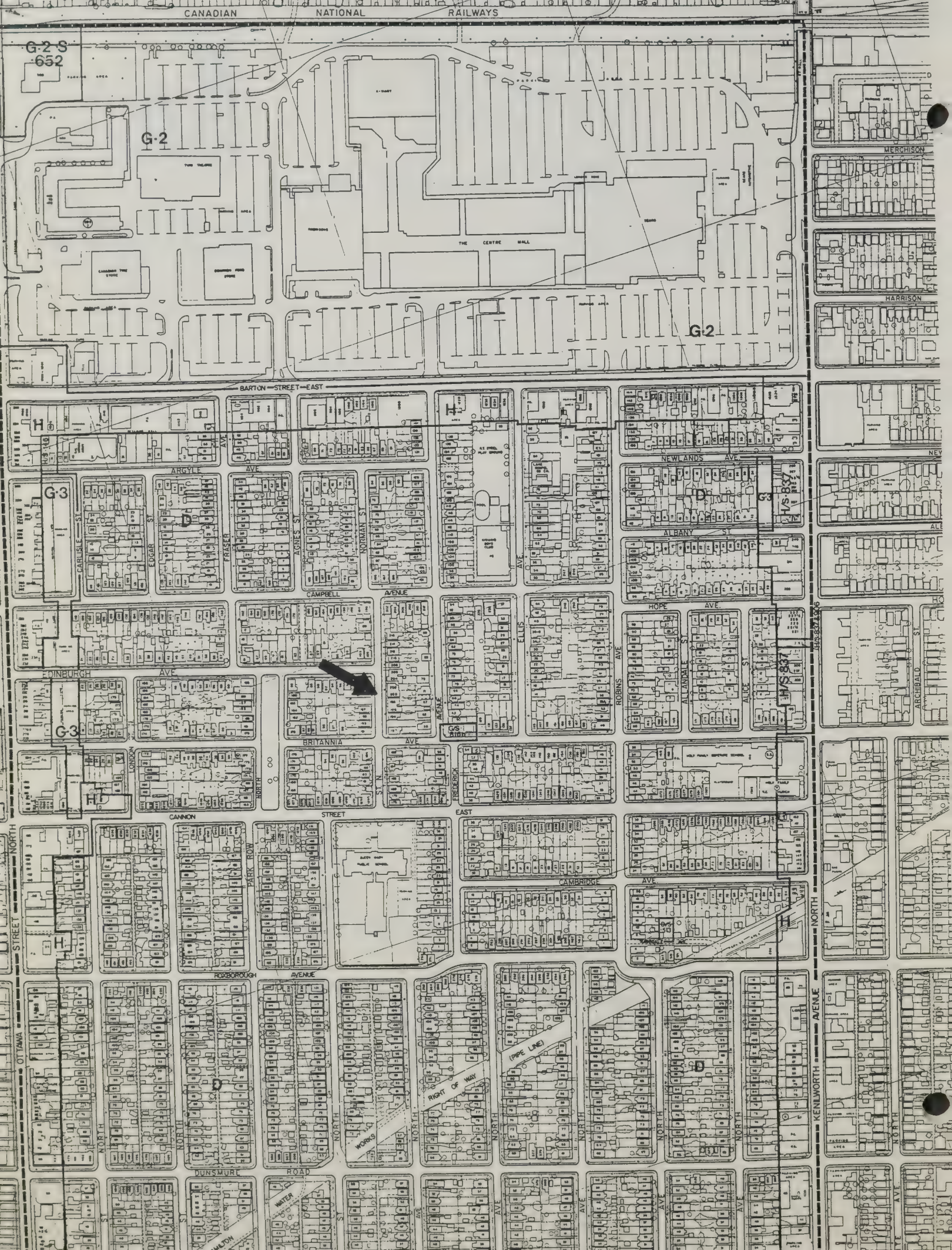
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for the removal of the existing signs.

BACKGROUND:

City Council at its meeting held 1988 March 29 approved a request to implement a "Permit Parking" regulation in front of No. 200 Province Street North for the resident, Mr. F. Lloyd who was handicapped.

On 1989 February 13, Mrs. Lloyd advised that her husband is now deceased and has requested that the signs designating the reserved handicapped parking space be removed. Therefore, the Traffic Department concurs with the request.


CANADIAN NATIONAL RAILWAYS
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652
G-2
THE CENTRE MALL
G-2
MERCHISON
HARRISON
BARTON STREET EAST
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ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER
AGNES ST
NORMAN ST
D
CAMPBELL AVENUE
NEWLANDS AVE
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G3
H/S-837
ALBANY ST
HOPE AVE
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
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ARCHIBALD ST
EDINBURGH AVE
G-3
BRITANNIA AVE
LONDON
NORTH
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CANNON STREET EAST
FREDERICK
NORTH STREET
PARK ROW
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ROXBOROUGH AVENUE
OTTAWA
D
NORTH
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(PIPE LINE)
D
KENILWORTH AVENUE
DUNSMURE ROAD
WATER
HAMILTON

17.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 17
COMM FILE: TEC-46-89
DEPT FILE: 3-9.3

SUBJECT:

South Side of Bendamere Avenue, west of West 33rd Street - Corner Clearance.

RECOMMENDATION:

a) That stopping be prohibited on the south side of Bendamere Avenue between West 33rd Street and a point 55 feet westerly therefrom; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

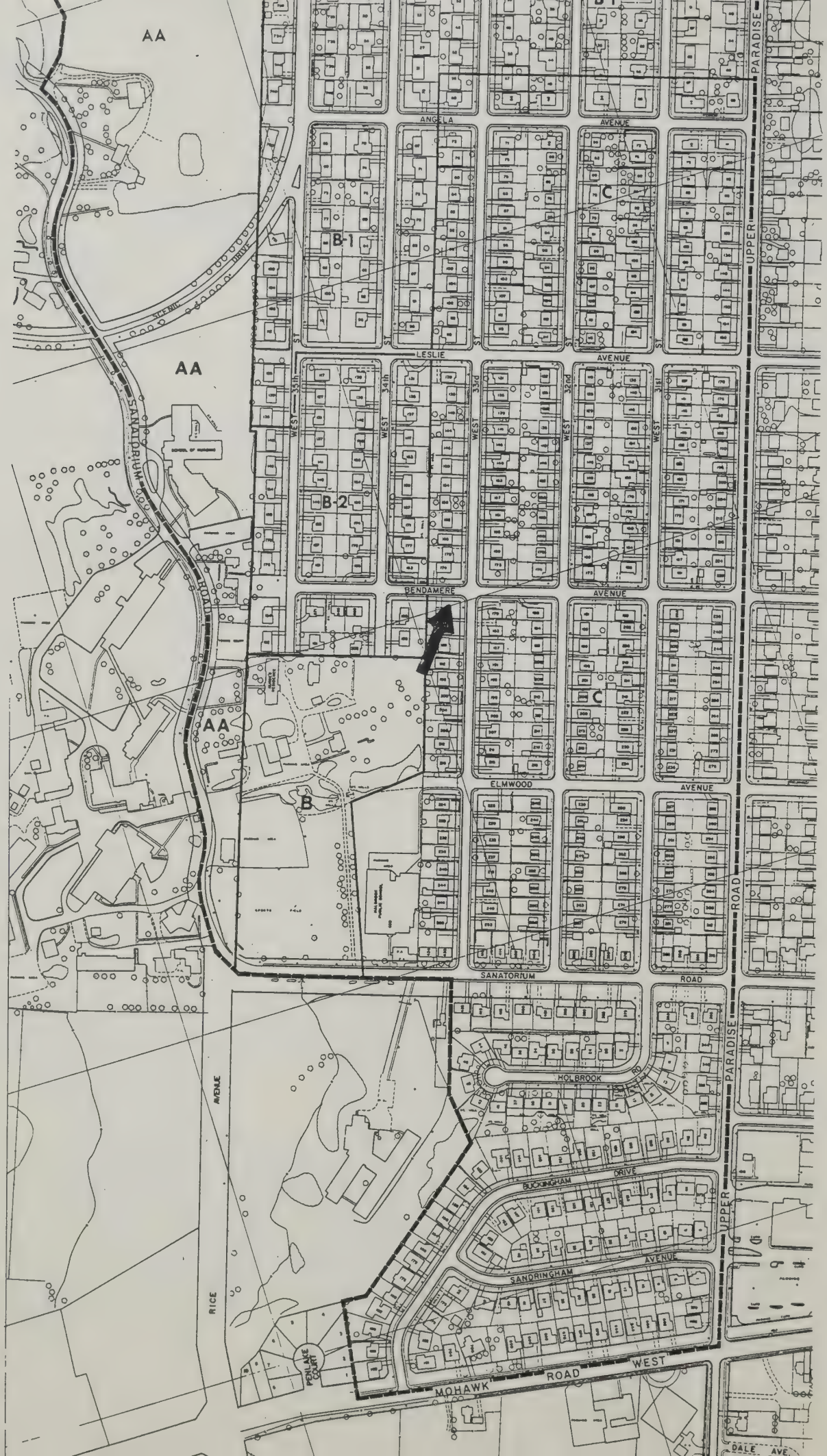
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross and Alderman Tom Murray recently requested that the Traffic Department investigate the intersection of Bendamere and West 33rd to determine if improvements could be made to the visibility at this location. Presently, there is a "No Parking" regulation on the north side of Bendamere and unrestricted free parking on the south side.

A site investigation by staff has revealed that parked vehicles on the south side of Bendamere west of West 33rd do obstruct visibility for northbound motorists attempting to enter the intersection. The implementation of a corner clearance to improve visibility at this location would result in a loss of approximately two legal on-street parking spaces. The street is generally heavily parked during the day by students of the Chedoke Campus of Mohawk College. However, casual observations during evening hours have revealed that the street is not heavily parked and the loss of two parking spaces would not create a significant parking problem for area residents. Therefore, the Traffic Department concurs with the request.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WEST
UPPER
PARADISE
ROAD
RICE
AVENUE
SANATORIUM
ROAD
PENLAKE
COURT
DALE
AVE.

FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-47-89
DEPT FILE: 3-9.4 / 3-9.2

SUBJECT:

Intersection Control and Parking Regulations in the vicinity of No. 49. Bell Avenue.

RECOMMENDATION:

a) That a stop sign be erected to control westbound traffic on Coulter Avenue at Berry Avenue; and

b) That a stop sign be erected to control eastbound and westbound traffic on Coulter Avenue at Bell Avenue; and

c) That the existing "No Parking" regulation on the south side of Coulter Avenue from Bell Avenue to the east end be changed to a "No Stopping" regulation; and

d) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman David Christopherson asked the Traffic Department to contact Mr. Denis Soules, No. 49 Bell Avenue, to discuss his concerns regarding parking and traffic conditions in the vicinity of his home. Mr. Soules apparently does not reside at this address but is representing his mother. Staff recently contacted Mr. Soules who expressed the following concerns:

1. Request for Stop Signs on Coulter Avenue

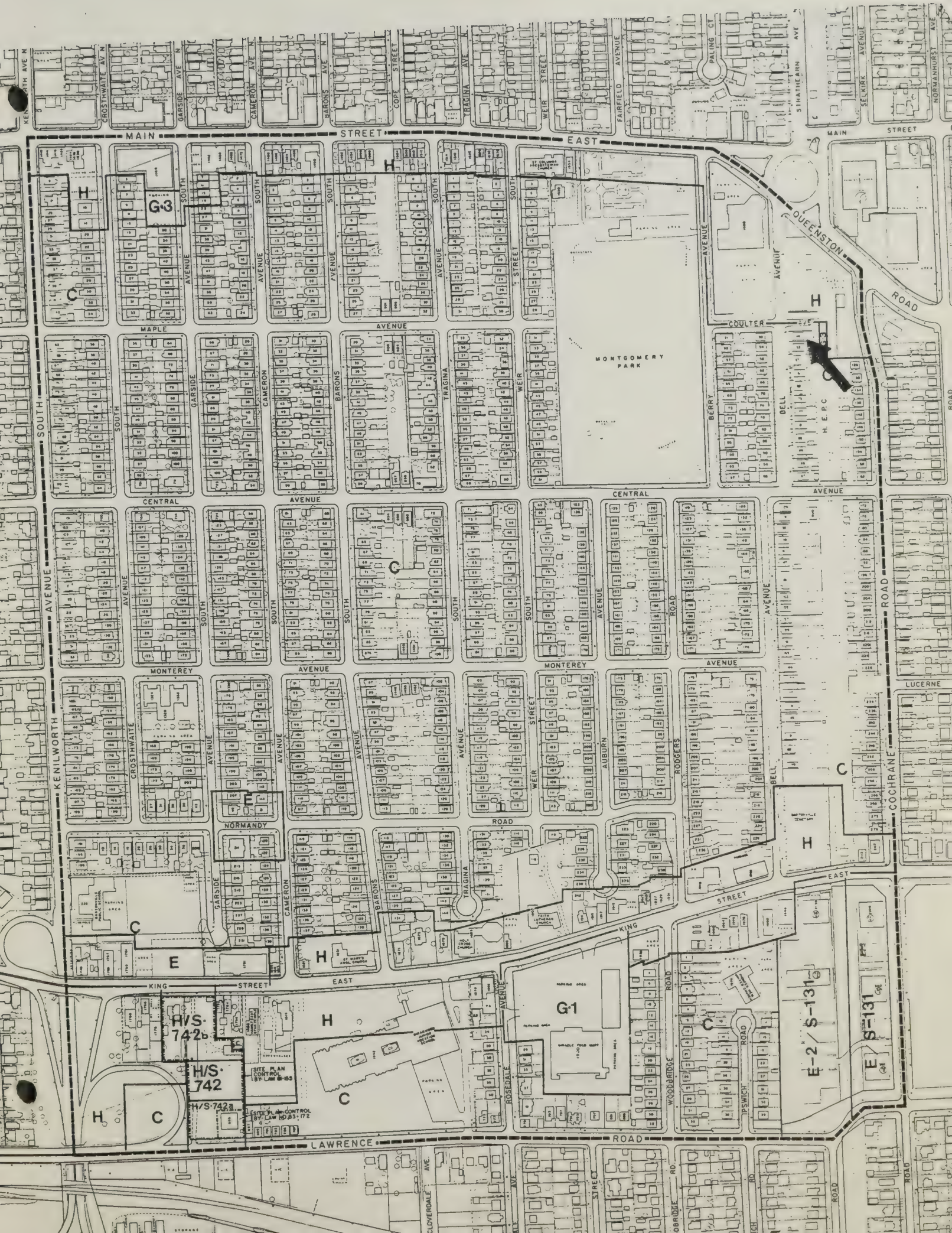
Mr. Soules has requested that stop signs be erected on Coulter Avenue at Berry Avenue and Bell Avenue.

The intersection of Berry and Coulter is a "T" type intersection and presently, there are no intersection control signs. Traffic Department records indicate that this intersection has been operating safely with no reported collisions in at least the last seven years. However, as a safety measure related to the right-of-way at this intersection, the Traffic Department would support implementing stop control on the stem of this "T" type intersection such that westbound traffic on Coulter would be required to stop for northbound and southbound traffic on Berry. Therefore, the Traffic Department concurs with the request.

The intersection of Bell and Coulter is a four leg intersection and presently there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. Thus, the intersection has been operating safely. However, it has been the policy of the Traffic Department to control all four leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the collisions at local residential street intersections by approximately 50 percent. Therefore, although there has not been a proven collision problem at this intersection, it is appropriate to implement two-way stop control at this intersection such that eastbound and westbound traffic on Coulter would be required to stop for northbound and southbound traffic on Bell. Therefore, the Traffic Department concurs with the request.

2. Parking Regulations on Coulter Avenue

Presently, there is a two-hour parking limit regulation on the north side of Coulter east of Bell and there is a "No Parking" regulation on the south side of Coulter adjacent to Mrs. Soules home. Mr. Soules has expressed concern that trucks stop adjacent to this property while making deliveries to Queenston Motors, and has requested that the "No Parking" regulation be changed to a "No Stopping" regulation in order to facilitate driveway movements. An investigation has revealed that Queenston Motors has alternative on and off-street loading areas. Therefore, the Traffic Department concurs with the request.


MAIN STREET EAST
QUEENSTON ROAD
MAPLE AVENUE
CENTRAL AVENUE
MONTEREY AVENUE
NORMANDY ROAD
KING STREET EAST
LAWRENCE ROAD
SOUTH AVENUE
KENILWORTH AVENUE
COCHRANE ROAD
MONTGOMERY PARK
COULTER AVE
DELL AVENUE
H.E.P.C.
BERRY AVENUE
GARSIDE AVENUE
CROSTHWAITE AVENUE
CAMERON AVENUE
BARONS AVENUE
TRAGINA AVENUE
WEIR STREET
AUBURN ROAD
ROGERS ROAD
LUCERNE
ROSEDALE AVENUE
WOODBRIDGE ROAD
IPSWICH ROAD
CLOVERDALE AVE.
H/S-742b
H/S-742
H/S-742a
SITE PLAN CONTROL BY-LAW 80-153
SITE PLAN CONTROL BY-LAW 80-153-172
G-3
G-1
E-2/S-131
S-131

19.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-48-89
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 123 Charlton Avenue East - Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Mike Marinovic, 123 Charlton Avenue East, Apt. No. 1012.

Murray F. Main

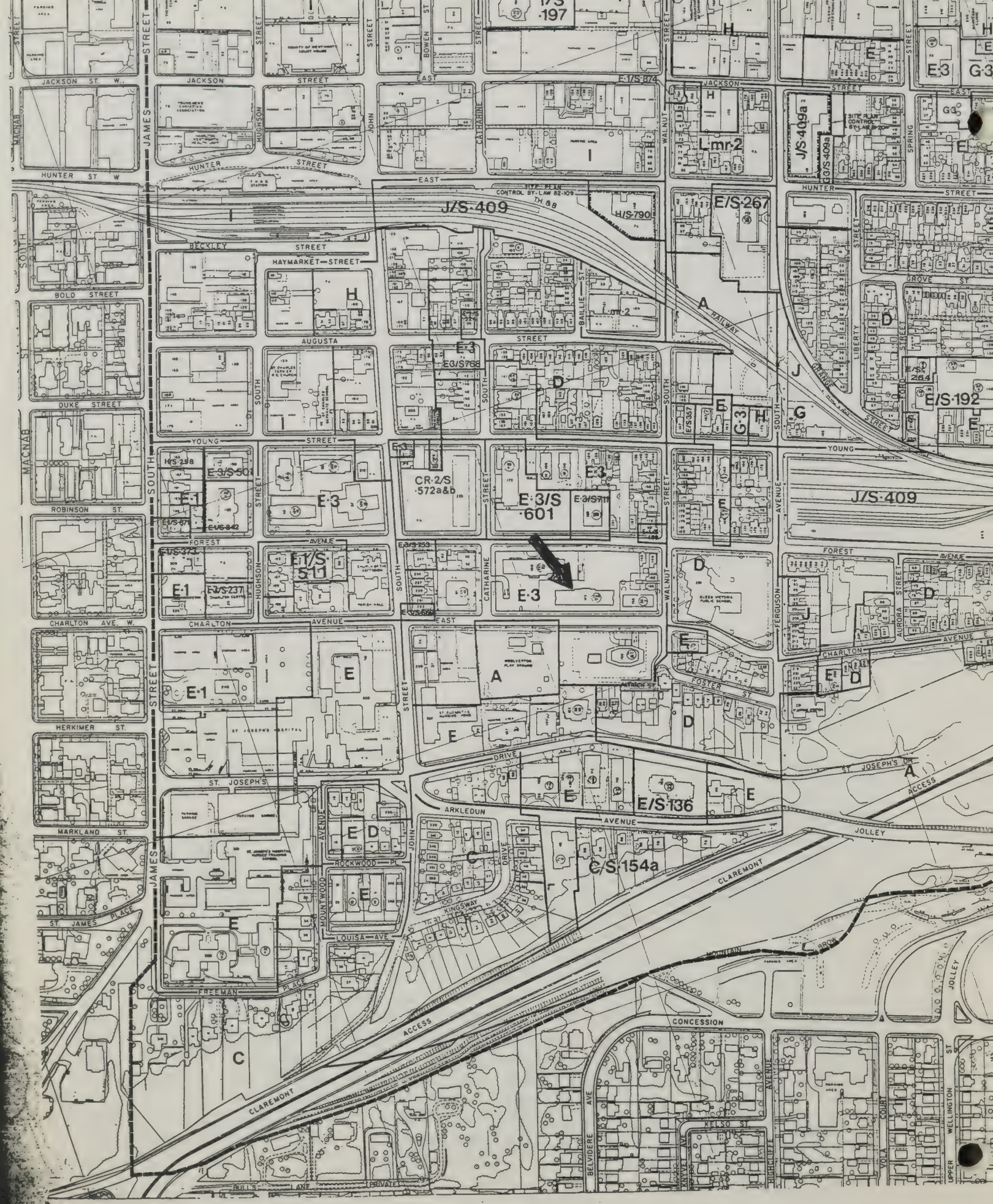
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The sale of one parking permit will result in additional revenue of $2.00 per month.

BACKGROUND:

The Traffic Department has received an application from Mr. M. Marinovic who resides in the apartment building at No. 123 Charlton Avenue East for a time limit exemption permit since his van will not fit through the doors of the under-ground parking area of this apartment building.

Past practice of the Transport and Environment Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional conditions. This practice ensures that long-term parking by apartment residents takes place in the off-street spaces whenever spaces are available. However, the Committee has dealt with at least two similar requests in recent years, and authorized the Traffic Department to issue one permit to each resident, whose vehicle would not fit into the underground parking areas. Therefore, it appears that a precedent has been set for approving applications from apartment dwellers under these circumstances, and the Traffic Department concurs with the request.


JAMES STREET SOUTH
JACKSON ST. W.
JACKSON STREET EAST
HUNTER ST W
HUNTER STREET EAST
BECKLEY STREET
HAYMARKET STREET
BOLO STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
ROBINSON ST.
FOREST AVENUE
CHARLTON AVE. W.
CHARLTON AVENUE EAST
HERKIMER ST.
ST. JOSEPH'S DRIVE
MARKLAND ST.
ST. JAMES PLACE
FREEMAN PLACE
ARKLEDUN AVENUE
KINGSWAY DRIVE
ROCKWOOD PL
LOUISA AVE
MOUNTWOOD AVENUE
JOHN STREET
CATHARINE STREET
WALNUT STREET
BAILLIE ST
HUGHSON STREET
MACNAB STREET
LIBERTY STREET
SPRING STREET
GROVE ST
ORANGE STREET
FERGUSON AVENUE
AURORA STREET
FOSTER ST
ST. JOSEPH'S DR
ACCESS
JOLLEY
CLAREMONT
MOUNTAIN ROW
CONCESSION
KELSO ST
BELVIDERE AVE
KNYVET AVE
HIGHCLIFFE AVENUE
VOLA COURT
UPPER WELLINGTON ST
BULL'S LANE
PRIVATE
RAILWAY
J/S-409
H/S-790
E/S-267
Lmr-2
J/S-409a
E3/S-768
E/S-192
E/S-264
E/S-357
CR-2/S-572a&b
E-3/S-601
E-3/S-711
E-3/S-753
E-3/S-501
H/S-298
E/S-671
E/S-842
E/S-373
E/S-237
E/S-688
E/S-136
C/S-154a
E/S-874
CONTROL BY-LAW 82-109
TH 98

20.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 February 23
COMM FILE:
DEPT FILE: TEC-57-89

SUBJECT: Old Country Restaurant, 1360 King Street - Removal of illegal driveway approach ramp on Balmoral Avenue South.

RECOMMENDATION:

a) That, in accordance with an Ontario Municipal Board decision dated 1983 February 22, the driveway approach ramp on Balmoral Avenue South adjacent to the Old Country Restaurant, 1360 King Street East, be removed at the property owner's expense; and

b) That the Director of Public Works be instructed to carry out the removal of the approach ramp and to take the necessary action to recover the associated costs (estimated to be $700.00).

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

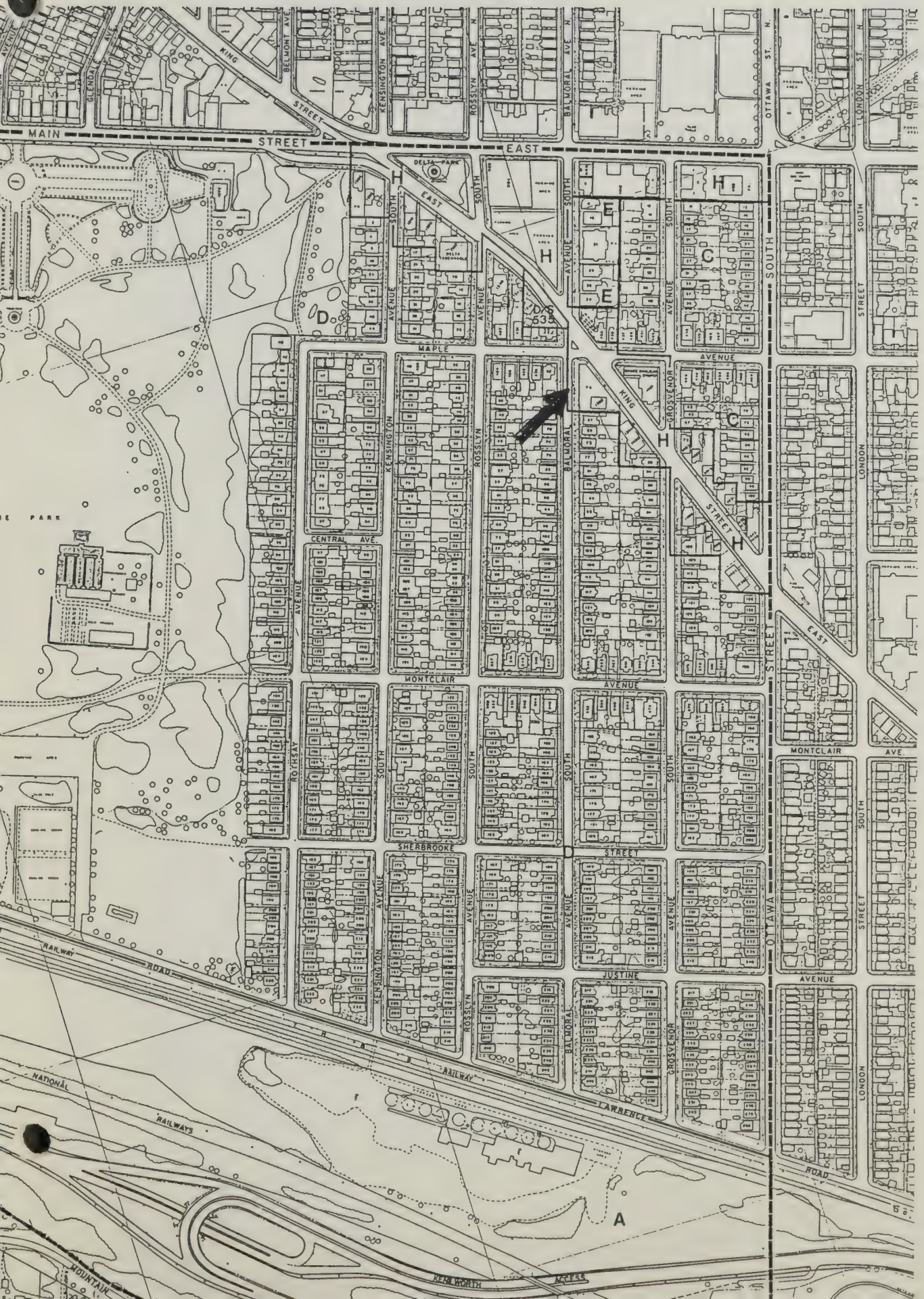
On 1983 February 22, the Ontario Municipal Board upheld a decision by the Committee of Adjustment requiring that the driveway approach ramp on Balmoral Avenue South adjacent to the Old Country Restaurant, 1360 King Street East, be closed "as to prevent any future use by vehicles attending at the site." Objections had been received by area residents that non-resident traffic associated with this business would be using Balmoral Avenue South for through movements.

The driveway has been closed with posts and chains. However, the Traffic Department has received reports that the chains are removed from time to time and that parking tags have been issued to motorists who park their vehicles in

front of this approach ramp since it appears to the enforcement officer that the driveway is legally open to vehicular traffic. Alderman Brian Hinkley has therefore asked the Traffic Department to take the necessary action to have this situation corrected.

The only measure which might be taken to permanently close this driveway would be to remove the driveway approach ramp, and the Director of Public Works has estimated the cost to remove this ramp to be approximately $700.00. The owner of the property has executed an agreement to allow parking on the boulevard of Balmoral and one condition of this approval was the removal of the approach ramp in question by the property owner. However, this work has never been undertaken. Therefore, the Traffic Department recommends that the driveway approach ramp in question be removed by the City and that the necessary costs be recovered from the owner of the property at 1360 King Street East.

cc. Mr. J. Pavelka
Director of Public Works


MAIN STREET EAST
KING STREET
BELMONT AVE.
GLENDALE AVE.
KENSINGTON AVE. N.
ROSSLYN AVE. N.
BALMORAL AVE. N.
OTTAWA ST. N.
LONDON ST. N.
DELTA PARK
SOUTH EAST AVENUE
MAPLE AVENUE
CENTRAL AVE.
MONTCLAIR AVENUE
SHERBROOKE STREET
JUSTINE AVENUE
KENSINGTON AVENUE
ROSSLYN AVENUE
BALMORAL AVENUE
GROSVENOR AVENUE
ROYSAY AVENUE
OTTAWA STREET
LONDON STREET
MONTCLAIR AVE.
RAILWAY ROAD
NATIONAL RAILWAYS
LAWRENCE RAILWAY ROAD
KENWORTH ACCESS
MOUNTAIN
A
C
D
E
H
D/S 535

FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-58-89
DEPT FILE: 3-9.2

SUBJECT:

143 Harmony Avenue - Removal of Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Harmony Avenue, commencing at a point 63 feet north of Vansitmart Avenue and extending to a point 25 feet northerly therefrom be removed; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

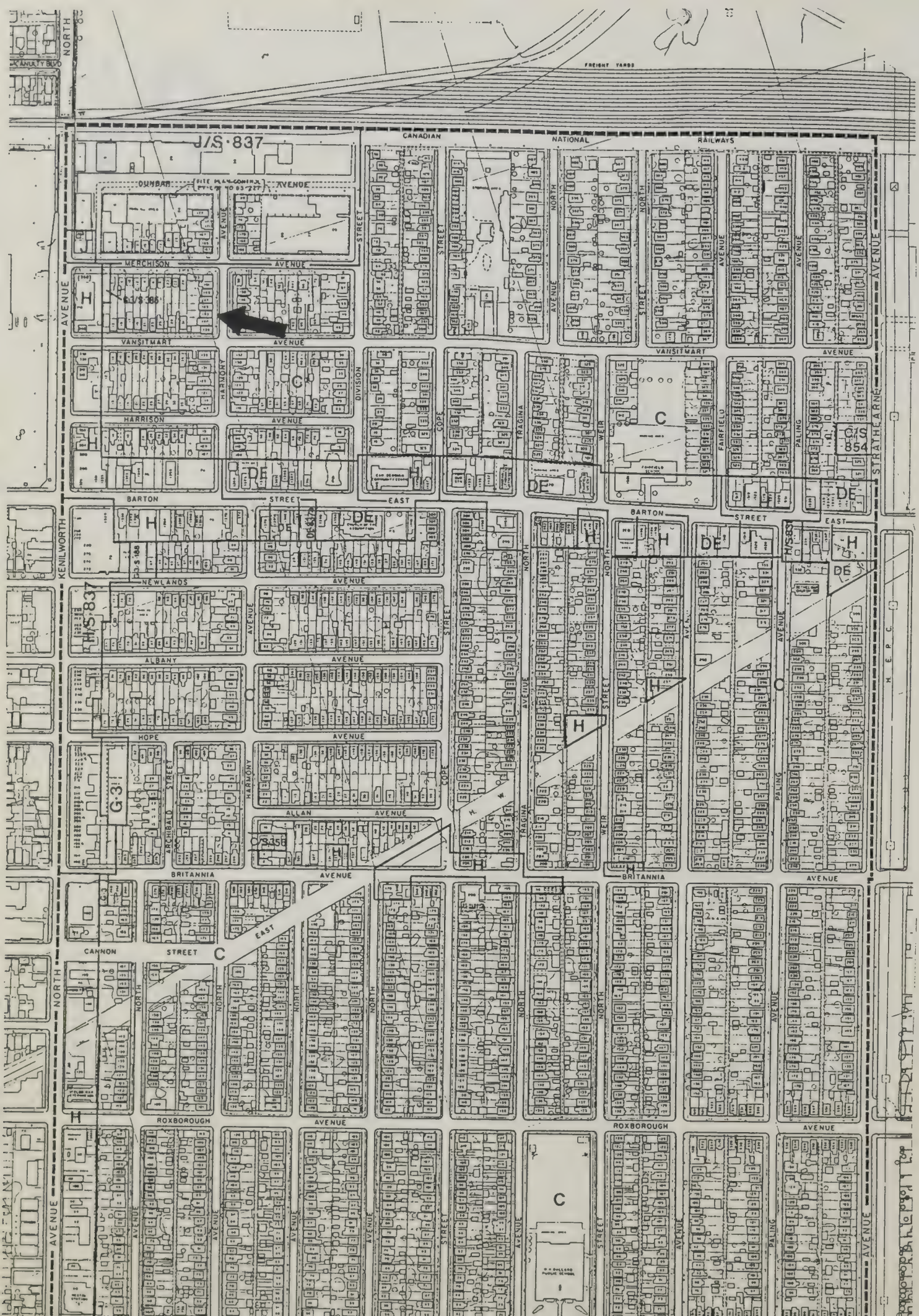
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for the removal of the existing signs.

BACKGROUND:

City Council, at its meeting of 1988 March 29th, approved a request to implement a "Permit Parking" regulation in front of No. 143 Harmony Avenue since there was a handicapped resident at this address.

On 1989 February 20th, the resident advised that their family would be moving effective February 28th, and requested that the signs designating the reserved parking space be removed. Therefore, the Traffic Department concurs with the request.


J/S·837
CANADIAN NATIONAL RAILWAYS
FREIGHT YARDS
OUNDAR
AVENUE
MERCHISON
VANSITMART
HARRISON
BARTON
STREET
EAST
NEWLANDS
ALBANY
HOPE
ALLAN
BRITANNIA
CANNON
ROXBOROUGH
KENILWORTH
STRATHLARNE
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
ARCHIBALD
NORTH
H/S·837
G·3
C/S·854
H E P C

22.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Lian Lawrence
City Solicitor's Office

DATE: 1989 February 6
COMM FILE:
DEPT FILE: 65-2/89.1

SUBJECT: By-law to reconstruct portions of Caroline Street, East 16th Street, Newlands Avenue and Sunninghill Avenue, as set out in Schedule "A" hereto
- 1989 Reconstruction/Resurfacing Programme

RECOMMENDATION:

That City Council enact the attached By-law on March 14, 1989 in accordance with the authorization contained in Item 2 of the 3rd Report of the Co-ordinating Committee, adopted by City Council on January 31, 1989.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on January 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

The Public Notice will be printed in The Hamilton Spectator on Saturday, February 11, 18, 25 and March 4, 1989 at the request of the Regional Transportation Services Department.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO ALTER PORTIONS OF CAROLINE STREET, EAST 16TH STREET, NEWLANDS AVENUE AND SUNNINGHILL AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary as part of the 1989 Reconstruction/Resurfacing Programme to alter portions of Caroline Street, East 16th Street, Newlands Avenue and Sunninghill Avenue as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on January 31, 1989, in adopting Item 2 of the 3rd Report of the Co-ordinating Committee, authorized the reconstruction and altering of Caroline Street, East 16th Street, Newlands Avenue and Sunninghill Avenue as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this By-law has been published as required by Section 301 of the Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The reconstruction of Caroline Street, East 16th Street, Newlands Avenue and Sunninghill Avenue, as described in Schedule "A" attached hereto and forming part of this by-law, may be proceeded with.

2. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.

PASSED this day of 1989.

City Clerk Mayor

(1989) 3 R.C.C. 2, January 31

SCHEDULE 'A'

TO BY-LAW NO. 89-

DESCRIPTION OF WORKS TO BE UNDERTAKEN

1. Caroline Street

The widening of Caroline Street

- from 6.7 metres to 9.0 metres

And the reconstruction of Caroline Street, including the repair/reconstruction of sidewalks (both sides), in conjunction with storm sewers

- from York Boulevard to Market Street

2. East 16th Street

The widening of East 16th Street

- from 7.4 metres to 8.5 metres (0.55 metres each side)

And the reconstruction of East 16th Street, including the repair/reconstruction of sidewalks (both sides)

- from Brucedale Avenue to Fennell Avenue

3. Newlands Avenue

The widening of Newlands Avenue

- from 7.3 metres to 8.5 metres (0.6 metres each side)

And the reconstruction of Newlands Avenue, including the repair/reconstruction of sidewalks (both sides)

- from Kenilworth Avenue to Cope Street

4. Sunninghill Avenue

Minor realignment of Sunninghill Avenue at East 41st Street

And the reconstruction of Sunninghill Avenue, including the repair/reconstruction of sidewalks (both sides)

- from Upper Gage Avenue to East 42nd Street

CITY COUNCIL
HAMILTON, CANADA

Aldermar
Chairman -

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 521-1087 — WARD 1

23.

Corporation of the City of Hamilton

Memorandum

****

TO: Mr. Robert Prowse
Legislative Assistant I

YOUR FILE:

FROM: Alderman T. Cooke
Alderman, Ward 1

OUR FILE:
PHONE: 526-2730

SUBJECT: Ray Paquette - Transport & Environment Com.

DATE: 1989 March 1

****

Can you please place Mr. Ray Paquette, Ray's Place Restaurant on the agenda for the next Transport and Environment Committee meeting on Monday, March 6, 1989, as a delegation item.

Mr. Paquette can be reached by telephone at 522-4800.

/cb

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1989 February 23

Alderman Terry Cooke
c/o Aldermen's Office
City Hall

Re: Parking in the Vicinity of Rays Place Restaurant, 303 Dundurn Street South

Dear Sir:

At the Transport and Environment Committee meeting on 1989 February 6th, you asked us to again report to you on the possibility of providing additional on-street parking in the vicinity of Rays Place Restaurant during "non school hours". We have again reviewed this matter, and have the following report.

We have reviewed the parking regulations in the vicinity of Rays Place Restaurant and determined that the closest areas for on-street parking are:

- an "Alternate Side Parking" regulation on Stanley Avenue immediately adjacent to this business; and

- the east side of Dundurn Street south of Stanley where there is presently a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and unrestricted free parking at other times; and

- unrestricted free parking on the west side of Dundurn Street immediately opposite this business except between 7:00 a.m. and 6:00 p.m., Monday to Friday, because of the presence of the school.

Thus, the only regulations which might be changed to part-time might be the "No Stopping Anytime" clearances for the school crosswalk on Dundurn in front of Earl Kitchener School.

The Traffic Department reported to the Transport and Environment Committee on 1988 March 21st, respecting the possibility of changing the existing "No Stopping" areas adjacent to the crosswalk in front of Earl Kitchener School such that they would apply only during school hours, Monday to Friday. However, the Hamilton Board of Education had advised that various activities are conducted after school hours and on weekends at a number of their schools, and that they were concerned with the safety of school children after hours. These "No Stopping" clearances are general By-law provisions which apply to every school crosswalk in the City. Therefore, the Traffic Department recommended that the "No Stopping" areas on Dundurn in front of the school continue to be in effect on a full-time basis, and this recommendation was approved.

We have reviewed this matter with our By-law Enforcement section, whose officers patrol the area on a regular basis, and they have stated that there are always several spaces available on the west side of the street in front of the school during evening hours. Therefore, we conclude that it would not be appropriate to compromise public safety by changing the "No Stopping" regulations around the school to provide additional on-street parking closer to this business as a matter of convenience.

We trust that these comments will be of assistance. However, if you still wish to have this matter again considered by the Transport and Environment Committee, please advise.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MH/sd

cc: Mr. R.C. Prowse,
Secretary
Transport and Environment Committee

24(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 February 13.
COMM FILE:
DEPT FILE: 89-5019

SUBJECT: Snow Clearing Charges
St. Michael's Anglican Church
1188 Fennell Avenue East

RECOMMENDATION:

That the charges of $1.386 for the snow clearing undertaken by the Public Works Department, of the sidewalks around St. Michael's Anglican Church, 1188 Fennell Avenue East, not be waived.

J. G. Pavelka

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

If the charges are not assessed, the General Tax Levy will be burdened by the $1.386 not collected and potentially as well by the $229,742.90 in snow clearing costs assessed to the other 862 properties where charges were assessed.

BACKGROUND:

A. SNOW CLEARING

At the Transport and Environment Committee on Monday, January 23, 1989, when a delegation from St. Michael's Anglican Church appeared, there were definite questions raised.

1. Whether or not the Public Works Department actually cleared snow from the sidewalks around the church.

2. Whether there was snow on the sidewalk because there is no evidence that snow fell on the days the charges were assessed according to the Monthly Meteorological Summary issued by Environment Canada.

3. Whether the charges were assessed to the correct address.

Attached for verification are the Streets District #4 Foreman's sheets detailing the charges at 1188 Fennell Avenue East for the following dates:

January 14, 1987	$ 378.00
January 29, 1987	630.00
April 3, 1987	378.00
TOTAL	$1,386.00

Also attached are Environment Canada's Monthly Meteorological Summaries outlining when snow fell. As the delegation from the Church clearly pointed out snow did not fall on the days that the charges were assessed. January 14, 1987, January 29, 1987 and April 3, 1987.

However, after a snow fall, at least 24 hours are given to adjacent property owners to clear their sidewalks prior to the Public Works Department enforcing the Snow By-Law. Such was the case for each of these 3 charges.

1. January 14, 1987		Charge $378.00
	January 10, 1987	Snow started to fall at 2:00 a.m. Total Accumulation: 4.72 inches
	January 13, 1987	Instructions to enforce Snow By-Law was issued
	January 14, 1987	Snow was cleared - 4 days after snow fall
2. January 29, 1987		Charge $630.00
	January 19, 1987	Snow started to fall at 2:00 p.m. Total Accumulation: 5.9 inches
	January 26, 1987	Instructions to enforce Snow By-Law was issued
	January 29, 1987	Snow was cleared 10 days after snow fall
3. April 3, 1987		Charge $378.00
	March 31, 1987	Total Accumulation: 10.2 inches
	April 2, 1987	Instructions to enforce Snow By-Law was issued
	April 3, 1987	Snow was cleared 3 days after snow fall

The snowfalls, as outline above, have been abstracted from the staff's diaries and are confirmed by the Monthly Meteorological Summary.

With respect to the charges, note should be made that the total area of sidewalks adjacent to the Church is 3,003.23 square feet. Sidewalks are adjacent to the property of the Church, along Fennell Avenue, along High Street and along Idlewood as show on the attached plan. Although there is a total of 3,003.23 square feet of sidewalk, the charges assessed were only for those portions of sidewalk where the snow was cleared.

January 14, 1987	$378.00	1,062.99 square feet
January 29, 1987	$630.00	1,937.57 square feet
April 3, 1987	4378.00	1,062.99 square feet

As it turns out, a previous employee of the Pubic Works Department happened to be the contractor responsible for snow clearing for the Church, during 1987. Staff contacted this gentleman to ask what work he actually undertook with respect to snow clearing after a snow storm. This gentleman advised that it was his practice to clear snow from the two private sidewalks on the Church's private property and approximately 15 feet of the municipal sidewalk at the end of the private sidewalks on both High Street and Fennell Avenue.

B. LIABILITY

Regardless of who does or does not clear the snow, there will be a joint liability for any accidents occurring on the sidewalk. As the sidewalk is a municipal sidewalk, certainly the City of Hamilton would be held liable. However, as there is a Snow By-Law requiring property owners to clear the snow/ice from the sidewalks adjacent to their properties, there would be a shared responsibility between the City of Hamilton and the property owners

To elaborate on this point of liability, a copy of a recently approved settlement involving a plaintiff slipping and falling on ice along a municipal sidewalk is attached. Both the names of the Plaintiff and the adjacent property have been obliterated as they are not relevant. Of importance is the size of the claim, $5,743.06 for slipping and falling on ice on a municipal sidewalk. Also of importance is the cost sharing of the settlement.

25.0%	Contributory Negligence	$1,435.76
37.5%	City of Hamilton	$2,153.65
37.5%	Adjacent Property Owner	$2,153.65
	TOTAL	$5,743.06

Although no mention is made on the settlement that the slipping and falling happened on municipal sidewalk, the fact is that it did.

C. PRECEDENT

Item 34 of the Transport and Environment Committee's second report of 1989 which was referred back from City Council, has very serious implications.

> "That snow removal charges assessed against St. Michael's Church, 1188 Fennell Avenue East, in the amount of $1,386 be waived."

Although this recommendation is to waive the $1,386 for St. Michael's Church, because there were 862 additional snow clearing charges assessed in 1987, and because the charges to these 862 have been assessed in accordance with the same past practices used to assess the charges to St. Michael's Church, the remaining 862 residents could properly request relief from the snow clearing charges assessed to their taxes.

In the event consideration is given to recommend relief to these 862 charges, $229,742.90 will have to be found from the general revenue for the costs incurred in undertaking this work.

Beyond this relief, the Committee members should be aware that residents who have previously been charged for snow clearing will quickly become aware of any relief given and similarly ask for relief for the charge they have incurred in the past. In fact, as this item was being forwarded to City Council for the January 31, 1989, the situation occurred where an individual who was assessed snow clearing charges a few years ago contacted the Director of Public Works and asked why there wasn't equity for all concerned.

JGP/jdh
Attach.

c.c. Alderman T. Jackson, Alderman, Ward 6

c.c. Mr. Doug Lobo, Manager, Streets and Sanitation

c.c. Mr. E. C. Matthews, Treasurer

c.c. Mr. K. A. Rouff, City Solicitor

TYPE OF CHARGE: SNOW

700 - 5041

LOCATION: VARIOUS

EQUIPMENT AND LABOUR

	DATE	COST
	JAN 13/87	470.00
	JAN 13/87	393.75
	JAN 14/87	157.50
	JAN 14/87	262.50
	JAN 14/87	215.25
	JAN 14/87	929.25
	JAN 14/87	1,653.75
	JAN 14/87	299.25
	JAN 14/87	393.75
	JAN 14/87	252.00
	JAN 14/87	94.50
7188 Fennell	JAN 14/87	378.00
	TOTAL COST -	5449.50

TYPE OF CHARGE: SNOW

700 - 5041

LOCATION: Snow (Various)

632 + 221 + 231 = 1084

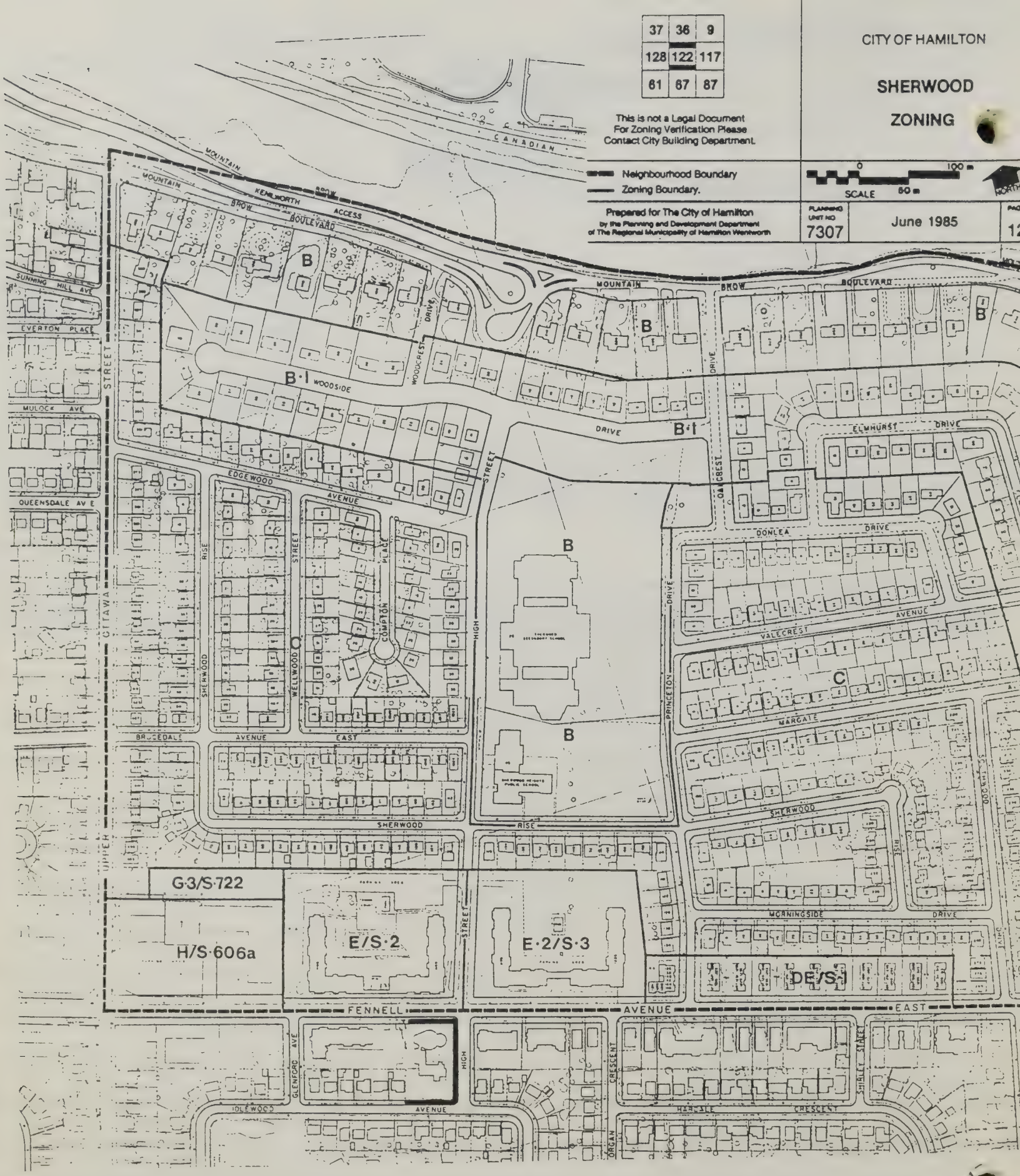
[redacted]

EQUIPMENT AND LABOUR	DATE	COST
	Jan 29/87	36.75 ✓
	"	42.00 ✓
	Jan 29/87	57.75 ✓
	Jan 29/87	36.75 ✓
	Jan 29/87	735.00 ✓
[redacted]	[redacted]	[redacted]
	Jan 29/87	57.75 ✓
		63.00 ✓
	Jan 29/87	52.50 ✓
	Jan 28/87	236.25 ✓
	Feb 4 87	47.25 ✓
	Feb 4 87	47.25 ✓
	Feb 4 87	36.75 ✓
	Feb 4 87	36.75 ✓
	Feb 4 87	393.75 ✓
	Feb 4/87	273.00 ✓
	Feb 4/87	420.00 ✓
	Feb 4/87	236.25 ✓
	Feb 4/87	315.00 ✓
	Feb 4/87	68.25 ✓
		3822.00
	TOTAL COST -	

TYPE OF CHARGE: SNOW

LOCATION: [redacted]

EQUIPMENT AND LABOUR	DATE	COST
	april 3rd	525.00
	april 3rd 87	525.00
	april 3rd 87	[redacted]
	april 3rd 87	315.00
	april 3rd	420.00
	april 3rd	1,458.00
	april 3rd.	57.75
	april 3rd 87	63.00
1188 Fermell	april 3rd	378.00
	TOTAL COST -	4,581.75



ST. MICHAEL'S ANGLICAN CHURCH
1188 FENNELL AVENUE, EAST

— SIDEWALKS

FOR INFORMATION

REPORT TO: J. Thompson, Acting Secretary, Finance Committee

FROM:

Gary J. Kuzyk
Ross & McBride

J. Pavelka, P. Eng.
Public Works

K. A. Rouff
City Solicitor

DATE: December 21, 1988
COMM FILE:
DEPT FILE: 100-2.996

SUBJECT:

Proposed settlement in [redacted] vs. [redacted] and City of Hamilton.
Date of Accident: February 14, 1986
Amount of Settlement: $1,875.00 damages
567.19 p.j.i.
711.46 costs & disbursements

Total $2,153.65

BACKGROUND

The Plaintiff, [redacted], slipped and fell on the ice in front of the [redacted] on February 14, 1986. As a result of her accident the plaintiff suffered injuries in her right knee and her right hip. All counsel have assessed the plaintiff's damages at $5,000.00 for the purpose of settlement. From that counsel have agreed to recommend a deduction of 25% for contributory negligence. As a result, the City and the [redacted] would each pay $1,875.00 toward a total settlement of $3,750.00. In addition each would pay interest and costs as set out above. We believe that this is an appropriate settlement from both a nuisance and liability standpoint.

24(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 March 1
COMM FILE:
DEPT FILE: 89-5019

SUBJECT: Snow Clearing Charges
-Hamilton Property Management

RECOMMENDATION:

That Hamilton Property Management's contractor carry out an amount of snow clearing work equal to the work carried out by the Public Works Department in cleaning the sidewalks adjacent to the properties at 444 and 500 Stonechurch Road West 5 times.

J.G. Pavelka

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

If the complete fee of $3.50 per square metre is not completely recovered from the adjacent property owner, then the General Tax Levy will have to cover costs not recovered. Accordingly, the balance of the residents of Hamilton will be paying property taxes so that municipal staff can undertake the activities for inspecting the sidewalks, clearing the sidewalks and administering the charges for those who did not clear the sidewalks adjacent to their property.

BACKGROUND:

At its meeting on Monday, January 23, 1989, the Transport and Environment Committee requested that staff calculate just the actual cost for clearing the snow/ice from sidewalks adjacent to the properties at 444 and 500 Stonechurch Road West.

1.67 HOURS TRAVELLING TIME FOR EACH OCCASION FOR BOTH LOCATIONS
0.75 HOUR WORK TIME FOR EACH OCCASION FOR BOTH LOCATIONS
2.42 HOURS TOTAL TIME FOR EACH OCCASION FOR BOTH LOCATIONS

RENTAL RATE OF BOB-CAT INCLUDING OPERATION - $60.00 PER HOUR

(2.42 HOURS)($60.00 PER HOUR) = $145.20 PER OCCASION FOR BOTH LOCATIONS

5 OCCASIONS FOR SNOW CLEARING

(5)($145.20) = $726.00 FOR 5 OCCASIONS

On February 11, 1986, City Council passed Streets By-Law No. 9329 whereby a charge of $3.50 per square metre is to be assessed whenever the municipality is required to undertake the work to clear the snow and ice from the sidewalks. This rate was established so that the municipality would recover all the costs incurred associated with the work involved in clearing the snow and assessing the charges to the tax rolls.

Attached is a list of the activities carried out when staff are involved with snow clearing from sidewalks. The actual work done is only one of many activities undertaken in the processing of snow clearing charges when snow cleaning has had to be undertaken by the municipality.

At the previous Transport and Environment Committee, when this matter was discussed, mention was made by the representatives from Hamilton Property Management that there is no question as to whether or not the City's Public Works Department did the work. Unfortunately, the Hamilton Property Management representatives were of the opinion that their contractor at the time was actually doing the work because his contract called for him to do the work, however he was not doing the work despite the fact that he was getting paid for the work.

CONCLUSION:

The problem results from the contractor getting paid for work which he did not do and because he did not do the work, the Public Works Department was required to do the work and charge the rate set by City Council.

Accordingly, it appears reasonable that if Hamilton Property Management's contractor reciprocates by carrying out an equal amount of work that the Public Works Department was required to undertake then;

1. the City of Hamilton will not have to collect the outstanding charges assessed

2. Hamilton Property Management will not have to pay an additional charge and

3. the contractor will duly perform the amount of work he originally contracted for and was paid.

JGP/jdh
Attach.

c.c. Mr. Doug Lobo, Manager, Streets and Sanitation

SNOW CLEARING CHARGES

Activities when staff are involved with snow clearing from sidewalks:

-complaint received by staff, then directed to appropriate district foreman

-foreman inspects sidewalks to confirm the presence of snow/ice

-foreman will sand/salt the walkway if icy

-foreman makes arrangements to call out a crew or contractor to clear walks

-sidewalks are cleared

-foreman reinspects sidewalks to ensure work was done satisfactorily

-foreman records charges in diary, then forwards charges to administration office (City Hall)

-administration staff balance snow clearing charges with time sheets (snow clearing charges must balance labour charges, equipment charges and materials that were used)

-balance sheet of charges is returned to the appropriate district for confirmation, then returned to administration staff for processing

-tax roll number for each municipal address is looked up so that the charge can be assessed to the proper property

-total charges and their tax roll numbers are forwarded to the Treasury Dept.

-tax adjustment vouchers for all additions or deletions are prepared

-vouchers are all key punched and entered into the computer for processing

-all adjustments to the property taxes are balanced

-preparation of written response to all requests involving a real estate transaction to advise of any outstanding charges assessed to the property

25.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 February 28
COMM FILE: 3-11-9
DEPT FILE: T103-03-246
I.D. 0246D(54)

SUBJECT

Holly Avenue Road Allowance Closure - South Side between McAnulty Boulevard and C.N.R. Right-of-Way.

RECOMMENDATIONS

(a) That the City Solicitor be directed to prepare a by-law for the stopping up, closing and retention of Holly Avenue from McAnulty Boulevard to the C.N.R. Right-of-Way;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the Regional Surveyor register a reference plan under The Registry Act;

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 48 of The Regional Act;

(e) That the appplicant provide Union Gas Co. with 2.0 m wide easement over the existing gasmain within the proposed street closure; and,

(f) That a 6 m easement be granted in favour of the Region over the existing 300 mm sewer and existing manhole.

(g) That the Commissioner of Engineering be directed to install a chain link fence at the end of Holly Avenue.

G. S. Spencer
G. S. Spencer
Commissioner of Engineering

ANALYSIS

The proposed closure extends from McAnulty Blvd. southerly to the C.N.R. Right-of-Way. The street was established by registered survey in 1911. It has not been used for public travel.

Cont'd...

Holly Avenue Road Allowance Closure -
South Side between McAnulty Boulevard and C.N.R. Right-of-Way

Cont'd...

The reason for the closure is that the City of Hamilton Property Department has requested that this land be closed and retained for a park, or closed and sold, either to the abutting owner or by the City as a building lot. (The City is the abutting owner on the east side.)

The land has been designated by the City as a future park in the McAnulty Neighbourhood.

Notice of closure was sent to the affected municipal departments, utility companies and area residents. Closure was circulated to 115 occupants/owners of property in the immediate vicinity. Thirty-five responses were received as follows:

In Favour - 10; Opposed - 22; No Comment - 3

Although there were no objections from municipal departments, a 6.0 m wide easement will be required in favour of the Region for an existing 300 mm sewer and existing manhole. Union Gas will require a 2.0 m wide easement over their existing plant.

Residents in the area have utilized the open area as an access route to traverse the nearby railroad tracks which, in effect, creates an illegal railroad crossing as per The Railway Act. As this is the main C.N.R. right-of-way through Hamilton, a dangerous pedestrian situation exists under these conditions.

Rail movements and speeds between Ottawa Street and Kenilworth Avenue are listed below:

Passenger trains: Daily - 8; Speed - 35 m.p.h.
Freight trains: Daily - 8; Speed - 35 m.p.h
Way freight trains: Daily - 2; Speed - 30 to 35 m.p.h.
Yard movements (shunting): Daily - 12 to 14
Speed - 5 to 15 m.p.h.

For these reasons, a chain link fence shold be erected by the City.

CONCLUSION

Despite the objections of the residents who use this street for a convenient access route to the Centre Mall, it is an illegal railway crossing and as such, it should not be permitted to continue. (See attached C.N.R. letter.)

Cont'd...

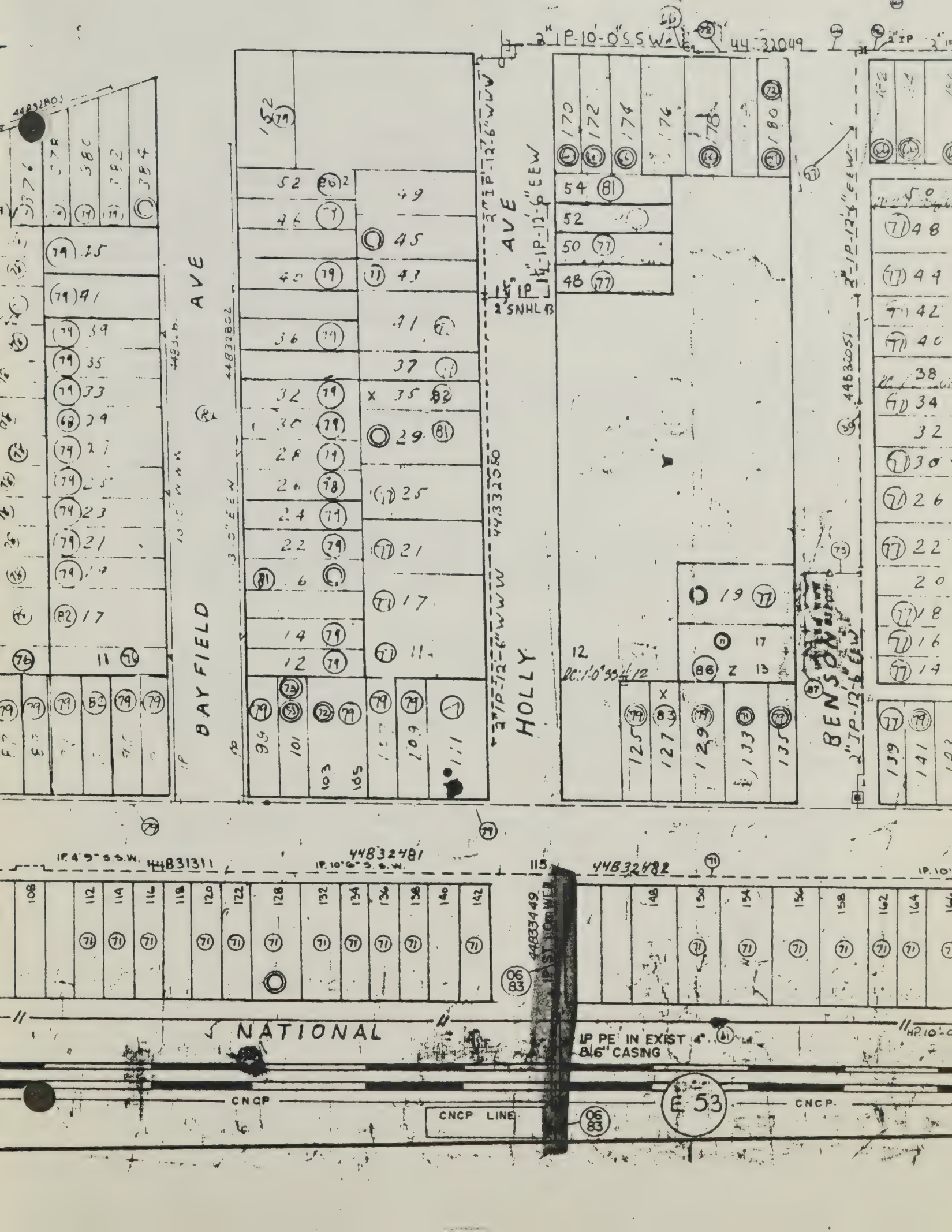
Holly Avenue Road Allowance Closure -
South Side between McAnulty Boulevard and C.N.R. Right-of-Way

Cont'd...

For the reasons stated above, we are in favour of this closure application.

Should the Committee with to pursue the sale of the land, the Planning and Development Committee should be requested to review the designation of a park for these lands.

JKC:cab.


BAY FIELD AVE
HOLLY AVE
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IP PE IN EXIST 8 6" CASING

Canadian National Canadien National

Transportation
380 James Street North
Hamilton, Ontario
L8L 1H5

5 December, 1985

Reference 4800-X

Mr. C. Harason
Transportation Technologist
Department of Transportation
The Regional Municipality of Hamilton-Wentworth
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Sir:

This is in response to your letter of 2 December, 1985, concerning the proposed Agincourt Avenue road closure from McAnulty Blvd., to the CN right-of-way, in the city of Hamilton.

Attached are copies of a Provincial Offences Statute and also a section of the Railway Act which pertains to trespassers. Not only is it extremely dangerous for a member of the public to trespass on any property involving the movement of trains, but any tacit approval by the railway or municipality would, in my view, possibly reflect some responsibility in the event of a resulting personal injury, etc.

I therefore very strongly urge the Regional Municipality of Hamilton-Wentworth to disassociate themselves from any perceived tacit approval to trespass on railway property and further make very clear CN Rail's position that we do not give any approval whatsoever for trespassing on our right-of-way.

Yours truly,

D. J. Wallace
Assistant Superintendent

DJW:tfb

attach:

RAILWAY ACT - SECTION 359(1)
TRESPASS BY FOOT

EVERY PERSON WHO WITHOUT AUTHORITY THEREFORE FROM THE COMPANY ENTERS UPON OR TRESSPASSES UPON THE YARD OR TRACK OF THE COMPANY, EXCEPT WHERE THE SAME IS LAID ACROSS OR ALONG A HIGHWAY, IS LIABLE ON SUMMARY CONVICTION TO A PENALTY NOT EXCEEDING TWENTY DOLLARS ($20.00).

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 March 15

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 March 20
1:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA:

1. 1989 Budget Estimates

2. Minutes of the Monday, March 06, 1989 meeting of the Transport and Environment Committee

DIRECTOR OF PROPERTY

3. Sale - 1' Reserve of Surplus City Owned Land on Templemead Drive to
   (1) Anthony and Peter Giammichele
   (2) Peter Giammichele
   (3) Anthony Giammichele

DIRECTOR OF PUBLIC WORKS

4. Paving Boulevards in Commercial Areas

COMMISSIONER OF ENGINEERING

5. **To Incorporate Certain City Lands**

   (a) Independence Drive

   (b) Marisa Court

   (c) Templemead Drive

6. Rondar Inc. destruction of low level PCB's for Hamilton Street Railway

7. C.I.B.C. Building - Phase 2 - Use of McNab Street

8. Review of Policy on Local Improvements

9. Amendment of Banner Display Date - Monday, December 18, 1989 to Monday, January 1, 1990

10. Street Closure and Temporary Closures - Bicycle Race - Monday, August 7, 1989 (12:00 noon to 5:00 p.m.)

11. Additional Cost Sharing - "Park Plaza Estates - Phase 2", Subdivision Agreement, Hamilton

DIRECTOR OF TRAFFIC

12. **School Bus Loading Zone**

   (a) South side of Brucedale Avenue East, west of East 5th Street - Relocation of School Bus Loading Zone

   (b) South side of Franklin Road, west of East 28th Street - Request for a School Bus Loading Zone

13. **Parking Regulations**

   (a) East leg of Clifton Downs Road, south of Bonaventure Drive

   (b) Dunsmure Road between Garfield Avenue and Fairholt Road

   (c) West side of Allenby Avenue, north of McElroy Road East

   (d) West side of Glenvista Drive between Brookstream Court and Greenhill Avenue

   (e) Park Street North between Barton Street West and Colbourne Street

(f) Heather Road between Woodman Drive and Sunrise Drive

14. Intersection of Rainbow Drive and Glen Echo Drive - Request for a School Traffic Officer

15. Intersection of Berkindale Drive and Federal Street - Intersection Control

16. 624 Tate Avenue - Discharge of Residential Boulevard Parking Agreement

17. Apartment Building at No. 781 - 785 King Street East - Application for a Time Limit Exemption Permit

18. King Street West, west of Bond Street - Roadway Curve Warning

19. Roads and Transportation Association of Canada Symposium in Hamilton - April 12-13, 1989

CHIEF ADMINISTRATIVE OFFICER

20. Task Force to Review the Mandate and Structure of the Hamilton Harbour Commissioners

BILLS

21. (a) By-law respecting construction of local improvements of a concrete sidewalk on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue

    (b) By-law to close and retain Old Nash Road between Brampton Street and Nash Road, being Part 2 on Plan 62R-9679

    (c) By-law to reconstruct portions of Caroline Street

DELEGATIONS

22. Proposed Alley Closure for the North/South alley south of Dunsmure Road between Melrose Avenue South and Prospect Avenue South

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Parking Regulations - Cochrane Road	Dec. 5/88	Alderman Agostino	Awaiting further notice from Ald. Agostino
4.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return resident
5.	Parking Regulations 36th	March 5/89	Alderman Smith	Awaiting East instruction from Alderman Smith

FOR INFORMATION

1.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. E. C. Matthews
Treasurer

DATE: 1989 March 15
COMM FILE:
DEPT FILE:

SUBJECT: **1989 CURRENT BUDGET ESTIMATES AND RANKED PACKAGES**

BACKGROUND:

At the City Council meeting of March 10, 1989, Council referred the ranked packages to the Standing Committee for its further consideration. Attached is Exhibit "A" which summarizes the reviewed expenditure estimates for the Transport and Environment Committee. The $786,300 Committee adjustment has lowered the expenditure increase to 9.8% of the 1988 estimate. Included in this 9.8% are the ranked packages which have been summarized on Exhibit "B".

Although no direction was provided by Council relative to a targeted mill rate increase, it was clear that the current 10.3% mill rate increase is not acceptable. There was an indication that a 9.5% level might be realistic. With this in mind, I am recommending a 9.4% mill rate increase which would be achieved by not funding those packages ranked between 91 to 151 of the global ranked packages which were presented to Council at the March 10, 1989 meeting. The 9.4% funding line is indicated on Exhibit "B" which will result in a further $112,000 reduction to the expenditures. If accepted, the Committee expenditure increase would be 9.3%. This process has the concurrence of the Management Team and specifically the Department Heads who report to this Committee.

One final point on this procedure: this is being presented to all Standing Committees in the same fashion. The understanding is that all Committees must agree to this process in order to proceed to the Committee of the Whole Meeting scheduled for March 23, 1989 at 11:00 a.m. If one Committee alters this process, then we are forced to establish a new procedure to finalize the 1989 Current Estimates and those Committees that had agreed to this process would be free of their respective package reductions.

E. C. Matthews

Att'd

EXHIBIT A

SUMMARY OF 1989 EXPENDITURE ESTIMATES OF THOSE BUDGETS TO BE REVIEWED BY THE TRANSPORT AND ENVIROMENT COMMITTEE

Description (1)	1988 Projected Actual (2)	1988 Estimate (3)	Adjustment to 1988 Estimate Increase (Decrease) (4)	Inflationary Cost (5)	Expansion Service Level (6)	1989 Original Estimate (3+4+5+6) (7)	Council/ Committee Adjustment Increase (Decrease) (8)	1989 Resultant Appropriation (7+8) (9)	Increase (Decrease) Over 1988 Estimate: Amount (9-3) (10)	Increase (Decrease) Over 1988 Estimate: Percent (10/3) (11)
TRAFFIC										
-For City	3,259,735	3,287,560	102,120	113,180	208,360	3,711,220	(100,070)	3,611,150	323,590	9.8%
PUBLIC WORKS										
-Streets Division	14,215,027	14,488,700	619,370	568,190	685,950	16,362,210	(384,230)	15,977,980	1,489,280	10.3%
Central Services										
-Garage Division		0	(308,380)	308,380		0		0	0	
TOTAL PUBLIC WORKS	14,215,027	14,488,700	310,990	876,570	685,950	16,362,210	(384,230)	15,977,980	1,489,280	10.3%
SERVICES PURCHASED										
FROM THE REGION										
-Local Roads	3,681,700	3,694,400	333,600	23,610	122,090	4,173,700	(293,000)	3,880,700	186,300	5.0%
-School Crossing Guards	726,456	726,450	117,570	40,640		884,660		884,660	158,210	21.8%
-Pollution Control	75,300	71,200	19,600	4,500		95,300	(9,000)	86,300	15,100	21.2%
TOTAL SERVICES PURCHASED	4,483,456	4,492,050	470,770	68,750	122,090	5,153,660	(302,000)	4,851,660	359,610	8.0%
TOTAL CITY SERVICES	21,958,218	22,268,310	883,880	1,058,500	1,016,400	25,227,090	(786,300)	24,440,790	2,172,480	9.6%

EXHIBIT A

SUMMARY OF 1989 EXPENDITURE ESTIMATES OF THOSE BUDGETS TO BE REVIEWED BY THE TRANSPORT AND ENVIROMENT COMMITTEE

Description (1)	1988 Projected Actual (2)	1988 Estimate (3)	Adjustment to 1988 Estimate Increase (Decrease) (4)	Inflationary Cost (5)	Expansion Service Level (6)	1989 Original Estimate (3+4+5+6) (7)	Council/ Committee Adjustment Increase (Decrease) (8)	1989 Resultant Appropriation (7+8) (9)	Increase (Decrease) Over 1988 Estimate: Amount (9-3) (10)	Increase (Decrease) Over 1988 Estimate: Percent (10/3) (11)
SERVICES SOLD TO THE REGION										
-Traffic Services		1,817,350				1,817,350		1,817,350		0.0%
-Street Services		4,091,040				4,091,040		4,091,040		0.0%
-Recovery from Region		(5,908,390)				(5,908,390)		(5,908,390)		0.0%
	0	0	0	0	0	0	0	0		
TOTAL TRANSPORT AND ENVIRONMENT	21,958,218	22,268,310	883,880	1,058,500	1,016,400	25,227,090	(786,300)	24,440,790	2,172,480	9.8%

City of Hamilton
Treasury

CONSOLIDATED LISTING OF FUNDED SERVICE/PROGRAM PACKAGES AFTER REVIEW AND ADJUSTMENTS

Package Number (1)	Package Rank (2)	Department/ Local Board (3)	Package Description (4)	Original Amount (5)	Committee Adjustments (6)	Resultant Amount (7)
TRANSPORT AND ENVIRONMENT						
TRAFF-01	1	TRAFFIC	New Traffic Signal - Hunter and Catharine	40,000		40,000
STS&S-03	2	STREETS	Sidewalk Curb Repairs - Grinding Program	52,600		52,600
STS&S-13A	4	STREETS	Emergency Measures Program	55,000	(27,500)	27,500
STS&S-07	7	STREETS	WHMIS Training Costs for Course Material	15,000		15,000
STS&S-06	13	STREETS	Third Sector Recycling	240,000		240,000
STS&S-04	15	STREETS	Litter Container Service - Improved & Additional	82,600	(82,600)	0
ENGIN-02A	16	ENGINEERING/LOCAL ROADS	Slurry Seal Contract - Various Locations	200,000	(50,000)	150,000
STS&S-02A	19	STREETS	Street Flushing to Eliminate Dust Complaints	79,000	(24,000)	55,000
TRAFF-04A	22	TRAFFIC	Transfer Services - Region to City Staff; 2 Vehicles	102,500	(64,000)	38,500
STS&S-01	24	STREETS	Technical Co-ordinator	36,750		36,750
ENGIN-01A	31	ENGINEERING/LOCAL ROADS	Development Control - Site Plans, Approvals, etc.	122,090	(60,000)	62,090
TRAFF-03	37	TRAFFIC	Transportation Planning Technologist (full-time)	27,370		27,370
STS&S-08	40	STREETS	Two Way Radio for Supervisor, Driver Safety	2,200		2,200
STS&S-11	41	STREETS	Eight Fax Machines to Service Office & Eight Depots	14,000		14,000
TRAFF-05	43	TRAFFIC	Pick-up Truck for Assistant Traffic Signal Foreman	20,000		20,000
TRAFF-06A	56	TRAFFIC	Reference Table, Dictaphone, Answering Machine	2,870	(1,000)	1,870
STS&S-05A	57	STREETS	Grid Tree Trimming Program	100,000	(50,000)	50,000
TRAFF-02	59	TRAFFIC	Computer Assisted Drafting Equip [$15,130 Recoverable]	[16,830]		[16,830]
STS&S-09	80	STREETS	One Disc Type Log Chipper	30,000		30,000

City of Hamilton
Treasury

CONSOLIDATED LISTING OF FUNDED SERVICE/PROGRAM PACKAGES AFTER REVIEW AND ADJUSTMENTS

Package Number	Package Rank	Department/ Local Board	Package Description	Original Amount	Committee Adjustments	Resultant Amount	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
							9.4% Mill Rate Increase
STS&S-10	94	STREETS	Load and Dump Trailer	5,000		5,000	
STS&S-12	95	STREETS	Two Hand Held Portable Motorola Expo Radios	2,500		2,500	
STS&S-15	107	STREETS	Walk Behind Tree Stumper to Remove Small Stumps	8,000		8,000	
STS&S-14A	108	STREETS	"Keep Hamilton Clean" - Service, Clean up, Banner	16,000	(5,000)	11,000	
STS&S-16A	123	STREETS	Landscaping on Road Allowances	50,000	(35,000)	15,000	112,000
STS&S-17	125	STREETS	Roadway Tree Planting - Large Caliper Trees	10,000		10,000	
STS&S-18A	128	STREETS	Beautification of Islands/Entranceways to the City	75,000	(60,000)	15,000	
STS&S-19	146	STREETS	Floral Planter Program	12,500		12,500	
STS&S-20	148	STREETS	Hanging Baskets Program	37,000	(17,000)	20,000	
ENGIN-03	151	ENGINEERING/LOCAL ROADS	Reconstruction of Mountable Curbs	13,000		13,000	
				1,450,980	(476,100)	974,880	

(1)

TRAFF-01

FORM 6
REV.08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0601, 0345-0619, 0345-0623, 0345-0685

3. CONSIDERATIONS: (A) AMOUNT: $40,000

(B) EFFECTIVE DATE: July 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

---

4. PACKAGE DESCRIPTION

New traffic signal - Hunter and Catharine.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Expected reduction of 10 - 12 collisions annually would not occur. Cost to the public of property damage, lost income, etc. of $80,000 to $100,000 annually.

---

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

All other measures such as larger stop signs, flashers, and delineators have been tried, unsuccessfully.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 1 OF 6

- COMMITTEE: OF

S.TS 45-03

(2)

FORM C
REV. 08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - STREETS AND SANITATION

2. ACCOUNT NO.(S) 0350-26 Sidewalk Curb Repairs

3. CONSIDERATIONS: (A) AMOUNT $ 52,600

Grinder & Attachments Approved-Capital Budget

(B) EFFECTIVE DATE April 1, 1989

(C) INCLUDED [X] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Due to the increase in complaints and claims on Sidewalks (Trips) costing the Corporation a great deal of money, this grinding programme will save the Corporation money. It will also eliminate the temporary asphalt patch which irates people when placed in front of their residence.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

This programme will be eliminated.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

N/A

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

N/A

8. PACKAGE RANKING BY - DEPT./BOARD: 3 OF 20

- COMMITTEE : _____ OF _____

STS+S-13A

(4)

CITY OF HAMILTON

FORM 6
REV. 08/88

Page (1) of 2

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD - Public Works - Streets and Sanitation

2. ACCOUNT NO.(S) 0350-0623 Emergency Measures

Note: The Committee reduced this by 1/2 to $27,500

3. CONSIDERATIONS: (A) AMOUNT $ 55,000

(B) EFFECTIVE DATE January 1, 1989

(C) INCLUDED [X] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [X] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

For the establishment of a team, operating supplies, equipment and storage of same to be readily available in the event of a major disaster. These items to be used for emergency measures only. The team will consist of foreman, drivers and operators trained to handle disasters and extreme emergencies.

See exhibit A ATTACHED

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Response to a major disaster or serious emergency would be uncertain. Previous time would be wasted seeking out necessary manpower, equipment and supplies from the various yards located in the City.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

NO

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

NO

8. PACKAGE RANKING BY - DEPT./BOARD: 13 OF 20

- COMMITTEE : _____ OF _____

EXHIBIT A

EQUIPMENT & MATERIAL REQUIRED FOR EMERGENCY TEAMS

1)	150 BARRICADES & LEGS (50 EACH LOCATION)	$ 6,100.00
2)	150 TONNE OF UNTREATED SAND (50 EACH LOCATION)	1,200.00
3)	18 VARIOUS TRAFFIC SIGNS (6 EACH LOCATION)	2,050.00
4)	BURGLAR PROOF STORAGE SHED (1 EACH LOCATION)	19,675.00
5)	2-WAY RADIO & POCKET RECORDERS (1 EACH LOCATION)	7,725.00
6)	HYDRAULIC POWER SAWS (AIR) (1 ONLY)	2,600.00
7)	SEMINARS & OPERATING BUDGET (TRAINING WITH FIRE DEPT.)	6,650.00
8)	PROTECTIVE CLOTHING FOR MEN AND SUPERVISOR	2,500.00
9)	VIDEO CAMERA & ATTACHMENTS	1,500.00
10)	CAB. PHONE	2,000.00
11)	PORTABLE GENERATOR (3)	3,000.00
	TOTAL	$55,000.00

(Note: Committee reduced by 1/2)

DL/km
attach.

STS#S-07

CITY OF HAMILTON

(7)

FORM 6
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD Public Works

2. ACCOUNT NO.(S) 0350-0194

3. CONSIDERATIONS: (A) AMOUNT $15,000

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [x] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

WHMIS Training - costs for course material to be used for training of all employees with respect to WHMIS as directed by the Province of Ontario.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Employees will not be trained as required under Provincial legislation of WHMIS.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 7 OF 20

- COMMITTEE : _____ OF _____

STSYS-06

CITY OF HAMILTON

(13)

FORM D
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD Public Works

2. ACCOUNT NO.(S) 0350-97

3. CONSIDERATIONS: (A) AMOUNT $ 240,000

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [x] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Third Sector private contractor hired by the City for pick up of recyclable materials.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Third Sector will cease to operate without this funding.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 6 OF 20

- COMMITTEE : _____ OF _____

5T545-04

FORM O
REV. 08/88

(15)

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - STREETS AND SANITATION

2. ACCOUNT NO.(S) 0350-24 Litter Container Service

3. CONSIDERATIONS: (A) AMOUNT $ 82,600

(B) EFFECTIVE DATE 01/01/89

(C) INCLUDED [X] OR NOT INCLUDED [X] IN ESTIMATES

(D) AFFECTS CURRENT [X] AND/OR EXPANSION [X] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

To provide an improved service to all business areas, including new subdivisions, as well as to allow for requests for additional containers to provide a cleaner, healthier environment.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Expansion requests and fabrication of the same will not be provided.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

N/A

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

N/A

8. PACKAGE RANKING BY - DEPT./BOARD: 4 OF 20

- COMMITTEE : _____ OF _____

ENGIN-02A

(16)

FORM 6
REV. 08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

Note: The Committee reduced this package by $50,000 to a remaining amount of $150,000

1. DEPT./LOCAL BOARD ENGINEERNG

2. ACCOUNT NO.(S) 0352-0665

3. CONSIDERATIONS: (A) AMOUNT $200,000.00

(B) EFFECTIVE DATE

(C) INCLUDED [XX] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [XX] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Slurry Seal Contract - various locations

Involves routing and sealing of cracks and applying an asphalt emulsion and sand slurry to the surface to seal the fine cracks in the surface to prolong the life of the pavement.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Road surface may deteriorate at a faster rate.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes. Public Works Department may be required to increase their crack sealing program.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 2 OF 3

- COMMITTEE : _____ OF _____

STS45-02A

FORM b
REV. 08/88

(19)

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - STREETS AND SANITATION

2. ACCOUNT NO.(S) 0350-21 Street Flushing

Note: The Committee reduced this package by $24,000 to bring remaining amount to $55,000

3. CONSIDERATIONS: (A) AMOUNT $ 79,000

(B) EFFECTIVE DATE April 1, 1989

Equipment approved Capital Budget

(C) INCLUDED [X] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [X] AND/OR EXPANSION [X] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

To provide street flushing to eliminate all dust complaints from all new building projects, including to extra 33 kilometers of roadway in new subdivisions for a healthier environment. With these two flushers provided and approved in the Capital Budget it leaves each District with a Flusher which eliminates borrowing and thus increases productivity.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Units will have to work overtime, thus overrunning budgeted figure. The above work will not be done.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

N/A

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

N/A

8. PACKAGE RANKING BY - DEPT./BOARD: 2 OF 20

(1) - COMMITTEE : _____ OF _____

(22)

TRAFF-04A

FORM 6
REV.08/88

Page 6 of 2

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

Note: The Committee reduced this package by 64,000 to 38,500

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0601, 0345-0619, 0345-0623, 0345-0672, 0345-0675, 0345-0685

3. CONSIDERATIONS: (A) AMOUNT: $102,500 (Gross)

(B) EFFECTIVE DATE: May 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

(64,000 funded from Reserve)

---

4. PACKAGE DESCRIPTION

Transfer of roadway signing and pavement marking services on Regional roads outside Hamilton, from Regional forces to City staff. The level of service to be provided to be much higher than at present. Includes four outside employees, one Engineer to supervise, materials, vehicles and contractual services.

The cost of this activity is **COMPLETELY RECOVERABLE** from the Region. To operate efficiently, it is however necessary to buy two new vehicles and equip them for this activity.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

BENEFITS:

1. Risk minimization. The signing and pavement marking standards will be raised under Traffic Department control and the Region's chance of being involved in litigation reduced.

2. Available expertise. Traffic staff are specialists in signs/markings and have up-to-date knowledge of rules, standards and accepted practise.

3. Rationalization of services. Eliminates duplication of services.

4. Improved co-ordination of services. Traffic already paints centre lines and manufactures signs. Following road construction, all traffic control devices will be installed in an organized fashion.

TRAFF-04A
Page 2 of 2

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Transfer of provision of services from Engineering Department of Region to City Traffic Department.

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 4 OF 6

- COMMITTEE: OF

STS&S-01

FORM 6
REV. 08/88

(24)

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD Public Works

2. ACCOUNT NO.(S) 0350-0101

3. CONSIDERATIONS: (A) AMOUNT $ 31,140 + 5,610 Benefits = $36,750

(B) EFFECTIVE DATE 01/05/89

(C) INCLUDED [X] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [X] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Proposed new position titled Technical Co-ordinator to assist in report writing, co-ordinating divisions and preparing budgets.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Unable to undertake the technical investigation and produce the necessary reports required by the various Standing Committees of Council.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 1 OF 20

- COMMITTEE : _____ OF _____

ENGIN-01A

CITY OF HAMILTON

(31)

FORM 6
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

Note: The Committee reduced this package by $60,000 to a remaining amount of $62,090

1. DEPT./LOCAL BOARD ENGINEERING

2. ACCOUNT NO.(S) 0352-0161

3. CONSIDERATIONS: (A) AMOUNT $ 122,090.00

(B) EFFECTIVE DATE

(C) INCLUDED [XX] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [XX] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION Various staffing improvements

Development Control - Processing severances, draft plans, engineering schedule of fees, drainage complaints, site plans, grading plan approvals, zoning applications and Committee of Adjustment applications.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Delays in reviewing and approving subdivision designs, schedules and agreements, zoning applications, etc. will result in further complaints from the development industry and the general public.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

This package directly affects the Development Control Section in the Region. The Region has instituted a new user fee in 1989 which consists of an application fee for plans of subdivision of $100/lot. The apportionment of this money to Engineering/Planning and Development/Finance is 50/40/10 respectively.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 1 OF 3

- COMMITTEE : _____ OF _____

TRAFF-03

(37)

FORM 6
REV.08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0601, 0345-0681

3. CONSIDERATIONS: (A) AMOUNT: $27,370

(B) EFFECTIVE DATE: May 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

---

4. PACKAGE DESCRIPTION

Additional Transportation Planning Technologist (full-time) - salary benefits and car pool.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Response time to requests for driveway approach approvals, front yard parking, boulevard leasing and other traffic and development related issues will continue to deteriorate. Frustration on the part of the public, the development/business sector and staff will continue, if not increase. The department may not be able to respond in a timely fashion to other departments' work programs.

---

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Other departments require Traffic Department input/involvement in order to complete their programs. Delays in responding to these requests will inhibit the ability of these departments to complete their work programs.

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 3 OF 6

- COMMITTEE: OF

STS 45-08

FORM 6
REV. 08/88

(40)

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD - PUBLIC WORKS

2. ACCOUNT NO.(S) 0350-0173

3. CONSIDERATIONS: (A) AMOUNT $ 2,200

(B) EFFECTIVE DATE 01/01/89

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [X] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Two-way radio required for use by Supervisor, Driver Safety

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Supervisor, Driver Safety will not be able to communicate with vehicle drivers and operators when an accident has occurred. Also, Supervisor, Driver Safety is on-call 24 hours a day, including weekends.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 8 OF 20

- COMMITTEE : _____ OF _____

STS45-11

FORM b
REV. 08/88

CITY OF HAMILTON

(41)

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS

2. ACCOUNT NO.(S) 0350-0171

3. CONSIDERATIONS: (A) AMOUNT $ 14,000

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [x] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Eight (8) Fax Machines to service office and 8 depots.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Communications will not be improved during storm situations such as snow, flooding, trees down, etc. Every purchase made by outside forces will have to be called in by telephone to the Assistant Supervisor of Maintenance Management due to the implementation of the MSA System in 1989.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 11 OF 20

- COMMITTEE : _____ OF _____

(43) TRAFF-05

FORM 6
REV.08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0672

3. CONSIDERATIONS: (A) AMOUNT: $20,000

(B) EFFECTIVE DATE: May 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

---

4. PACKAGE DESCRIPTION

A 1/2 ton pick-up truck for the Assistant Traffic Signal Foreman.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

The foreman cannot supervise more than one job site, as no additional vehicles are available in the Traffic Department fleet during the period April - November.

---

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Most signal work is on Regional roads.

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

Vehicle lease for 6 - 8 months each year. However, it would be necessary to purchase a portable radio for communications ($2,500). The rest of the year, a spare truck may be available.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 5 OF 6

- COMMITTEE: OF

(56)

TRAFF-06A

FORM 6
REV.08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

Note: The Committee reduced this package by $1,000 to $1,870

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0274, 0275,0375

3. CONSIDERATIONS: (A) AMOUNT: $2,870

(B) EFFECTIVE DATE: May 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

---

4. PACKAGE DESCRIPTION - Office Equipment, details are as follows:

- Reference table to be utilized in the drafting area, allowing the draftsperson room to work efficiently, plus provides additional plan storage.
- Dictaphone for the Traffic Design Engineer's use, in order to increase efficiency.
- Answering machine for the By-law Enforcement area. Prerecorded message to be utilized during non-business hours, to provide information to the public.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Less efficient operation.

---

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 6 OF 6
- COMMITTEE: OF

STS&S-05A

(57)

FORM 6
REV. 08/88

Page 1 of 2

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS -Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-7300

Note: The Committee reduced this package by 1/2 to a net of $50,000.

3. CONSIDERATIONS: (A) AMOUNT $ 100,000.00

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Funds to continue the Grid Tree Trimming Program which commenced in 1986 through to 1989, as approved by City Council but not funded last year.

Required to continue program to bring the grid program down from 6 years to 4 years.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Grid Tree Trimming Program will continue to decline, resulting in more and more serious damage during storm situations, more complaints and the associated damage with diseased and dying trees, that we are aware of. In turn, possible damage claims will be filed against the City for property damage and/or personal injuries could occur from undetected rotted trees or branches falling down.

Grid Program will not be reduced to a 4 or 5 year cycle.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

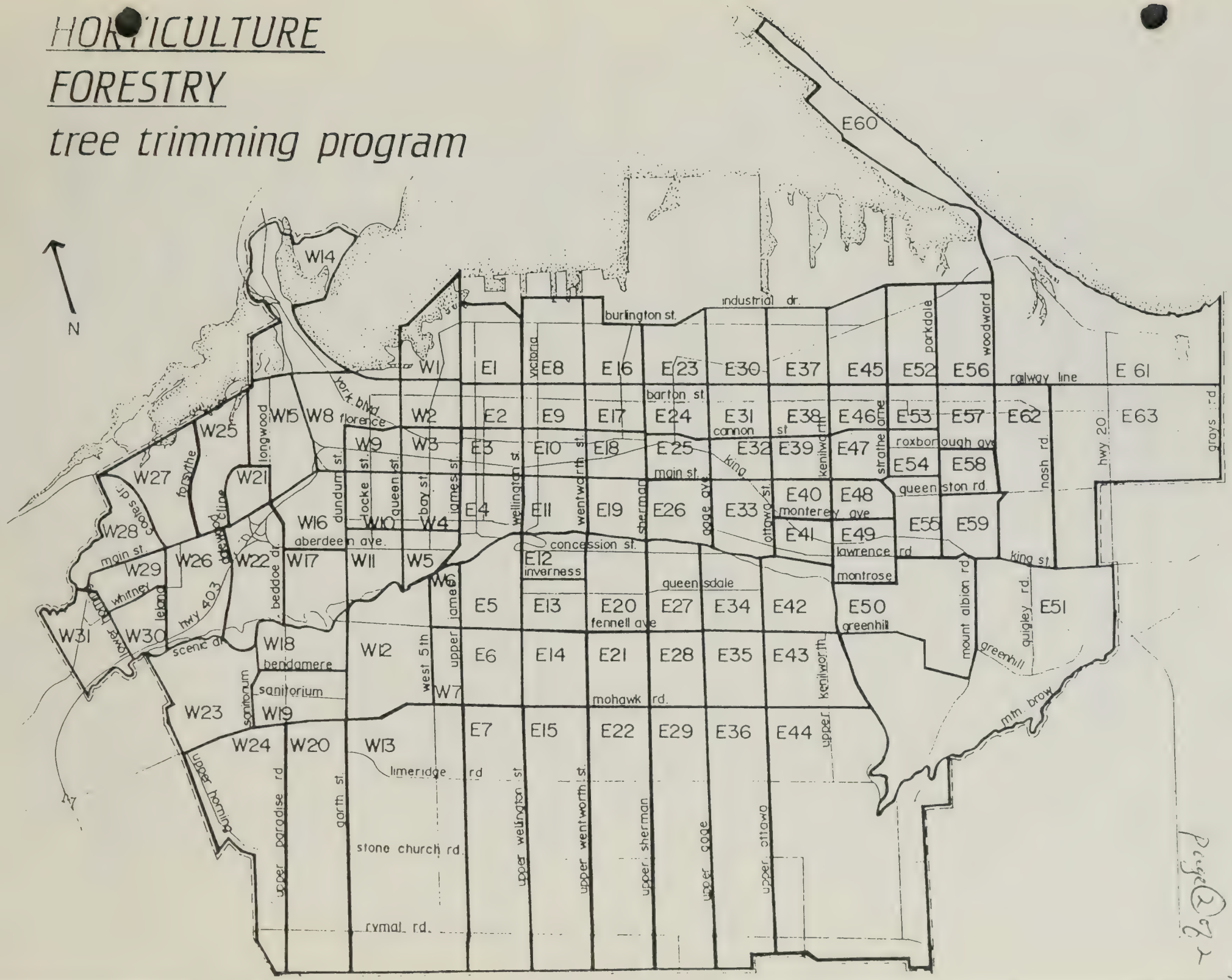
7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 5 OF 20

- COMMITTEE : _____ OF _____

HORTICULTURE
FORESTRY
tree trimming program



STS45-C5A
Page 2 of 2

(59)

TRAFF-02
FORM 6
REV. 08 88
Page (1) of 2

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD TRAFFIC

2. ACCOUNT NO.(s) 0345-0283

3. CONSIDERATIONS: (A) AMOUNT: $16,830

(B) EFFECTIVE DATE: May 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

---

4. PACKAGE DESCRIPTION

Computer assisted drafting equipment to expedite preparation of drawings of traffic signals, roadway markings and parking meters. To be leased on a three year basis with an option to purchase.

---

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

A. Legal: At present, there is a backlog of over 40 traffic signal drawings which have not been updated. Revised drawings are required in order to obtain legal approval from the Ministry of Transportation for these locations, as required under the Highway Traffic Act. Without legally approved drawings, the City and Region could be in a liable situation.

B. Manpower: One or two additional full-time draftsperson(s) would be required.

C. Practical: With outdated records, it is difficult for traffic staff to respond properly to inquiries, or to prepare new designs.

---

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Almost all drafting activities apply to Regional roads. The Region has indicated its intention to reimburse the Traffic Department for the use of the Drafting equipment for Regional work, such that **THE CITY WILL RECOVER 80-90% OF THE LEASE COST FROM THE REGION.**

---

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

Hire one or two additional draftsperson(s). Since the annual cost for the computer assisted drafting equipment is far less than one year's salary and benefits for one new employee, the option of improved productivity is the less expensive alternative.

---

8. PACKAGE RANKING BY - DEPT./BOARD: 2 OF 6

- COMMITTEE: OF

STS 45-09

(80)

FORM 6
REV. 08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-7375

3. CONSIDERATIONS: (A) AMOUNT $ 30,000.00

(B) EFFECTIVE DATE January 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

One disc type log chipper

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

The brush can be put through the chipper instead of being hand piled on a truck.

This will require fewer trips to the dump and the chips can be utilized for weed control in horticultural areas.

Note: The creation of these chips to form a mulch is better utilization of the brush and eliminates the necessity to dispose of the brush.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 9 OF 20

- COMMITTEE : _____ OF _____

STS45-10

FORM 6
REV. 08/88

(94)

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-7575

3. CONSIDERATIONS: (A) AMOUNT $ 5,000.00

(B) EFFECTIVE DATE January 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVIC

4. PACKAGE DESCRIPTION

Load and Dump Trailer

Tandem axle trailer dump 2 cu. yds. capacity to carry top soil to fill tree stump holes after stump removal has been complete.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Without this unit, we will have to continue the operation the way it's now being done - which is to return to the job site at a later date to fill in stump hole with topsoil. With this unit, the crew can carry the top soil with them and complete removing the trunk and backfilling the hole once the stump has been removed.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes This unit will reduce cost on Regional Roads and work for others. A more efficient and less expensive operation.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 10 OF 20

- COMMITTEE : _____ OF _____

STSXS-12

(95)

FORM 6
REV. 08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets-Horticulture

2. ACCOUNT NO.(S) 0350-8273

3. CONSIDERATIONS: (A) AMOUNT $ 2,500.00

(B) EFFECTIVE DATE January 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVIC

4. PACKAGE DESCRIPTION

2 hand held portable motorola expo radios complete with desk changers

our deficiency is 3 radios

1 radio in 1989
1 radio in 1990
1 radio in 1991

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Efficient communication in the forestry section particularly storm damage calls is essential.

Presently the Forestry Section has 20 vehicles in the fleet which 17 have two-way radio communication.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 12 OF 20

- COMMITTEE : _____ OF _____

CITY OF HAMILTON

107

ST595-15

FORM 6
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-7575

3. CONSIDERATIONS: (A) AMOUNT $ 8,000.00

(B) EFFECTIVE DATE January 1, 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Walk-Behind Tree Stumper
To remove small tree stumps.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Current tree stumper is too large to properly handle small tree stumps.

Current tree stumper also causes ruts in front yards which in turn then have to be repaired.

A smaller walk-behind stumper will not create ruts in lawns and a second stumper will reduce the lag time after the tree removal from 8 weeks to approximately 6 weeks.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 15 OF 20

- COMMITTEE : _____ OF _____

STS&S-14A

(108)

FORM b
REV. 08/88
Page (1) of 2

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD Public Works - Streets and Sanitation

2. ACCOUNT NO.(S) 0350-9923 Keep Hamilton Clean Citizens Committee

3. CONSIDERATIONS: (A) AMOUNT $ 16,000

Note: The Committee reduced this package by $5,000 down to $11,000

(B) EFFECTIVE DATE January 1, 1989

(C) INCLUDED [ ] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [X] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

To provide a service called Keep Hamilton Clean to protect and provide a healthier environment. Clean up of litter and debris in ravines. Construction of a banner "Keep Hamilton Clean" to be erected across Main Street in front of City Hall periodically.

See Exhibit A attached

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

This service will not be provided.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

NO

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

NO

8. PACKAGE RANKING BY - DEPT./BOARD: 14 OF 20

- COMMITTEE : _____ OF _____

STS 85-14A

Page 2 of 2

Exhibit A

Keep Hamilton Clean Citizens' Committee	
Equipment rental for removal of large items from ravines	$ 2,000
Overtime costs on Saturday of Clean-up week	$ 1,000
Banner Construction	$ 1,000
Clean up of debris and litter in ravines	$ 6,500
Miscellaneous	$ 5,500
	16,000

Note: The Committee reduced this package by $5,000 down to $11,000

STS&S-16A

CITY OF HAMILTON (123)

FORM C
REV. 08.88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - STREETS DIVISION - HORTICULTURE

2. ACCOUNT NO.(S) 0350 - 6700

Note: The Committee reduced this package by 1/2 to $25,000

3. CONSIDERATIONS: (A) AMOUNT $ 50,000.00

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION
"LANDSCAPING ON ROAD ALLOWANCES"

This is a new project whereby the City matches 50/50 with a business to beautify or tree an area by their property, but on the road allowance. The City would have to enter into an agreement with the adjacent business for them to get 50% funds from the City, but the business would be 100% responsible for on-going maintenance.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

This project would not be initiated.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 16 OF 20

- COMMITTEE : _____ OF _____

ST545-17

CITY OF HAMILTON (125)

FORM 5
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-7000

3. CONSIDERATIONS: (A) AMOUNT $ 10,000.00 (7001 - $6,000.00) (7023 - $3,000.00) (7085 - $1,000.00)

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Roadway Tree Planting (Large Caliper Trees) - to plant large caliper trees on City Streets, usually from our tree nursery stock. To rejuvinate areas of the City where mature trees are being removed. To replace trees in business areas and to plant in areas where young bare root trees have not survived. Resulting mainly from requests from the Elected Officials.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

No increase in our large caliper tree planting program.

* Large caliper tree planting is absolutely necessary in highly vandalized locations, where vandalism damages or completely destroys smaller bare root trees.

* Large caliper tree planting can happen throughout the whole summer and would better able staff to respond to replacing trees throughout the year.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 17 OF 20

- COMMITTEE : _____ OF _____

STS45-18A

CITY OF HAMILTON (128)

FORM C
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-8360

Note: The Committee reduced this package by 60,000 down to remaining 15,000

3. CONSIDERATIONS: (A) AMOUNT $ 75,000

(B) EFFECTIVE DATE

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

To beautify various islands and entranceways to the City

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

This program will not be initiated

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 18 OF 20

- COMMITTEE : _____ OF _____

CITY OF HAMILTON (146)

STS45-19

FORM 6
REV. 08/88

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-6900

3. CONSIDERATIONS: (A) AMOUNT $ 12,500.00

69-01	-	$ 9,000.00
69-23	-	$ 500.00
69-85	-	$ 3,000.00

(B) EFFECTIVE DATE January 1989

(C) INCLUDED [x] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [ ] AND/OR EXPANSION [x] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION - Floral Planter Program

Maintenance of floral planters approved and placed during the 1988 season in conjunction with various B.I.A. Groups and Community Development.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

- No planting or maintenance of existing floral planter

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes - Business Improvement Areas

Yes - These floral planters were originally supplied by the City of Hamilton through the Community Development Department and the grant to B.I.A.'s

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No

8. PACKAGE RANKING BY - DEPT./BOARD: 19 OF 20

- COMMITTEE : _____ OF _____

CITY OF HAMILTON (148)

STS+S-20A

FORM 5
REV. 06/86

Page 1 of 3

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD PUBLIC WORKS - Streets Division-Horticulture

2. ACCOUNT NO.(S) 0350-8400

Note: The Committee reduced this package by $7,000 to a net of $30,000

3. CONSIDERATIONS: (A) AMOUNT $ 37,000.00

(B) EFFECTIVE DATE January 1989 84-01 - $30,000.00
84-23 - $ 2,000.00

(C) INCLUDED ☐ OR NOT INCLUDED ☐ IN ESTIMATES 84-85 $5,

(D) AFFECTS CURRENT ☐ AND/OR EXPANSION ☐ LEVEL OF SERVI

4. PACKAGE DESCRIPTION

Hanging baskets have increased by 270 baskets from 440 to 710 over the 1988 season on City Streets because of BIA projects through Community Development (see info. report to Transport and Environment Committee dated February 15, 1988.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Without funding, these new baskets would not be grown, placed on the street and maintained.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

Yes, BIA's

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

BIA could maintain the bushels in their area thus reducing most
- contract out.

8. PACKAGE RANKING BY - DEPT./BOARD: 20 OF 20

- COMMITTEE : _____ OF _____

STS45-20A

Page 2 of 3

FOR INFORMATION

REPORT TO: Mr. R. Prowse, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, Director
Public Works Department

DATE: 1988 Feb. 15
COMM FILE:
DEPT FILE: 88-6050

SUBJECT: Hanging Flower Baskets
- Annual Installation and Maintenance Costs

BACKGROUND

During 1988, approximately 280 additional hanging flower baskets are expected to be supplied and installed at the following locations:

	NEW STANDARDS	NUMBER OF HANGING BASKETS
CONCESSION STREET B.I.A.	9	18
WESTDALE B.I.A.	13	26
INTERNATIONAL VILLAGE B.I.A.	17	70
	(18)	
DOWNTOWN PROMENADE B.I.A.	(34)	68
BARTON STREET B.I.A.	50	100
TOTAL	89	282

( ) HANGING FLOWER BASKETS TO BE HUNG FROM EXISTING LIGHT POLES

The supply, installation and maintenance of the baskets are being funded in 1988 through either the Community Development's Commercial Improvement Program or the Engineering Department's road reconstruction program.

The on-going annual installation and maintenance costs will be approximately $130.00 per hanging basket, approximately $37,000 in 1989 dollars. This appropriation of $37,000 will be budgeted for by the Horticultural Division in 1989 in the Public Works Department's budget, over and above inflationary costs for the existing hanging flower basket program.

On-going annual maintenance costs are incurred by the Public Works Department - Transport and Environment Committee due to initiatives undertaken by the Community Development Department and the Engineering Department and approval by the Planning and Development and/or the Transport and Environment Committee.

STS 75-20A
Page 3 of 3

Representatives from both departments have agreed that in the future when a new initiative is being introduced or recommended, the annualized on-going maintenance costs will also be obtained from the department responsible for maintaining the item. Furthermore, if such an initiative is being advanced to a committee other than the committee responsible for maintenance, the committee responsible for maintenance will be appraised of matters by copy of the report.

J.G. Pavelka

JGP:jh

c.c. E. Kowalski, Director of Community Development
c.c. S. Spencer, Acting Commissioner of Engineering
c.c. M. Main, Director of Traffic Services
c.c. R. Nutley, Manager of Parks Division

(151)

ENGIN-03
FORM 6
REV. 08/88

CITY OF HAMILTON

1989 CURRENT BUDGET ESTIMATES

SERVICE/PROGRAM PACKAGE FOR COMMITTEE REVIEW

1. DEPT./LOCAL BOARD ENGINEERING

2. ACCOUNT NO.(S) 0352-0666

3. CONSIDERATIONS: (A) AMOUNT $13,000.00

(B) EFFECTIVE DATE

(C) INCLUDED [XX] OR NOT INCLUDED [ ] IN ESTIMATES

(D) AFFECTS CURRENT [XX] AND/OR EXPANSION [ ] LEVEL OF SERVICE

4. PACKAGE DESCRIPTION

Reconstruction of mountable curbs.

5. WHAT ARE THE CONSEQUENCES OF NOT FUNDING THIS PACKAGE?
(IF NOT INCLUDED IN ESTIMATES, EXPLAIN BENEFITS IF THIS PACKAGE IS FUNDED)

Delay in reconstruction of old style mountable curbs. Complaints may be received from residents.

6. DOES THIS PACKAGE AFFECT OTHER DEPTS./BOARDS? IF SO, HOW?

No.

7. ARE THERE ALTERNATIVE METHODS OF PROVIDING OR ACHIEVING THE SERVICE AS DESCRIBED ABOVE. IF SO, HOW?

No.

8. PACKAGE RANKING BY - DEPT./BOARD: 3 OF 3

- COMMITTEE : _____ OF _____

2.

Monday, March 06, 1989
2:00 o'clock p.m
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith

Also present: Alderman B. Hinkley
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Main, Director of Traffic
Mr. M. Watson, Property Department
Mr. T. Gill, Director Engineering Planning
Mrs. B. Price, Hamilton Safety Council
Miss Wilson, Hamilton Board of Education

Regrets: Alderman D. Ross (Regional Business)

Minutes

The Committee adopted the minutes of the Monday, February 20, 1989 meeting of the Transport and Environment Committee as circulated.

Expropriation of vacant lot - 837 West 5th Street

The Committee approved the following recommendation of the Director of Property respecting the expropriation of the vacant lot at 837 West 5th Street:

(a) That the vacant lot at 837 West 5th Street, which was approved for acquisition by City Council on June 28, 1988 under the implementation of the Proposed Plan for Kernighan Neighbourhood, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

(b) That the City Clerk be authorized and directed to:

i. give Notice of the City's Application as Expropriating Authority, to all owners and tenants (as defined in The Expropriations Act) to acquire the property at 837 West 5th Street, as described in Instrument No. 264616 A.B. for highway and municipal purposes;

ii. advertise Notice of the City's Application in a newspaper as required by The Expropriations Act, and;

iii. sign and receive the said Application for Approval to Expropriate.

(c) That all related costs to the acquisition and expropriation be charged to Account No. RF53003 25202.

Replacement of Approachs and Boulevards

Alderman Hinkley appeared before the Committee requesting a discussion relative to the policy on the replacement of Approachs and Boulevards.

The Committee was advised by the Director of Public Works that although there was no written policy, ramps that were constructed initially at the cost of the homeowner remained the responsibility of the homeowner for upkeep and maintenance.

- 889 Barton Street East at the City's Cost - motion was lost

After considerable discussion it was moved by Alderman Drury seconded by Mayor Morrow that the City reconstruct the approach at 889 Barton Street East at the City's cost. This motion was lost.

0.3m Reserve on Amalfi Street

The Committee approved the following recommendation of the Commissioner of Engineering respecting a 0.3m Reserve on Amalfi Street:

> That the 0.3m reserve on Amalfi Street, known as Block "1" on Plan M-221 be transferred to the owners of Almas Gardens- Phase 5, Sunshine Construction Inc. and DiCenzo Construction Company Limited, so that it may be incorporated into the Plan of Subdivision for Almas Gardens - Phase 5.

Inadvertent Encroachment Agreement - 107 Ferguson Avenue North

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Application for an Inadvertent Encroachment Agreement at 407 Ferguson Avenue North:

> That the application of Mr. N. J. Zaffiro, Solicitor, on behalf of the present owner of 407 Ferguson Avenue North, to retain the inadvertent encroachment consisting of a concrete porch measuring 0.35' x 10.52' and wooden steps measuring 2.2' x 4.35', be approved during the pleasure of Council, provided:
>
> (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
>
> (b) That a first year fee of $105 and subsequent annual fee of $20, be set for this privilege.
>
> (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

C.I.B.C. application to the City for use of McNab Street East

Mr. David House, Development Manager for Telesis Development Group, appeared before the Committee to provide information respecting the CIBC's application to the City for use of McNab Street East south of King Street West for the Phase 2 additional parking and loading.

After considerable discussion it was moved by Alderman Agro seconded by Alderman Drury that this item be tabled for an additional report in two weeks which would include input from the Legal and Traffic Departments. Carried.

Delegations

The Chairman announced that as it was 3:00 o'clock p.m., the Committee would meet to hear delegations appearing before the Transport and Environment Committee.

Reconstruct portions of Caroline Street East 16th Street, Newlands Avenue and Sunninghill Avenue in the 1989 Resurfacing Reservicing Program

The Committee considered a By-law to reconstruct portions of Caroline Street, East 16th Street, Newlands Avenue and Sunninghill Avenue in the 1989 Resurfacing Reservicing Program.

It was moved by Alderman Agro seconded by Mayor Morrow that the Caroline Street Proposal be tabled. Carried.

It was moved by Alderman Merling seconded by Alderman Drury that the Newlands Avenue proposal be proceeded with. Carried.

It was moved by Alderman Merling seconded by Alderman Agostino that the East 16th Street proposal be proceeded with. Carried.

With respect to the Sunninghill Avenue Proposal Mrs. Stonehouse of East 41st Street appeared before the Committee objecting to the Alteration of Sunninghill suggesting viabal alternatives would be more appropriate. For example, implement no parking in front of house numbers 9 and 7 or have the hydrant moved in front of number 7 instead of number 5 with no parking at the end of East 41st Street in

Alderman Smith advised the Committee that he had to declare a conflict of interest as he resided on Sunninghill Avenue.

The Committee was also in receipt of a letter from Gordon N. Langball of 52 Sunninghill Avenue advising that he was opposed to the proposed alterations.

After considerable discussion it was moved by Alderman Merling seconded by Alderman Agostino that Sunninghill Avenue be reconstructed without widening and that the hydrant in front of number 5 be moved to an area in front of number 7 and 9 Sunninghill. Carried.

Ray's Place Restaurant - 303 Dundurn Street South

With respect to an item dealing with Ray's Place Restaurant at 303 Dundurn Street South, the following area residents and owners were in attendance: Mr. Ray Paquette owner of Ray's Place Restaurant who was objecting to the tagging of vehicles requesting the provision of additional on Street Parking in the vicinity of Ray's Place Restaurant during non School hours.

Relocation of School Crossing Walk in front of Earl Kitchener School

Mrs. Wendy Spores, Mrs. Constance Wesley, and Mrs. Susan Coleman appeared before the Committee to object to the relocation of the School Crossing Walk in front of Earl Kitchener School.

After considerable discussion it was moved by Alderman Cooke seconded by Alderman Agostino:

(a) That with due notice to the Earl Kitchener Home and School Association; the crosswalk in front of Earl Kitchener School be restored to its original location.

(b) That the boulevard parking agreement at 307 Dundurn Street south be rescinded.

(c) That the Director of Traffic Services advise the By-law enforcement staff on using discretion when issuing tickets int he vicinity of Ray's Place Restaurant, 303 Dundurn Street South. Carried.

Snow Clearing Charges - St. Micheals Church 1188 Fennell Avenue East

With respect to an item dealing with Snow Clearing Charges at St. Michaels Church at 1188 Fennell Avenue East, Father Patterson, Mrs. Schram and Mr. Morris representing St. Michael's Church appeared before the Committee objecting to the charges.

After considerable discussion it was moved by Alderman Smith seconded by Alderman Cooke:

That the charges of $1 386 for the snow clearing undertaken by the Public Works Department, of the sidewalks around St. Michael's Anglican Church, 1188 Fennell Avenue East, be waived. Carried.

NOTE: Alderman Merling indicated that he wished to be recorded as being opposed to this motion.

Snow Clearing Charges - Hamilton Property Management

The Committee approved the following recommendation of the Director of Public Works respecting Snow Clearing Charges - Hamilton Property Management:

That the Hamilton Property Management's contractor carry out an amount of snow clearing work equal to the work carried out by the Public Works Department in clearing the sidewalks adjacent to the properties at 444 and 500 Stonechurch Road West 5 times.

Holly Avenue Road Allowance Closure

With respect to an item dealing with the Holly Avenue Road Allowance Closure, Alderman Copps appeared before the Committee suggesting that the City should provide access across the railroad tracks to the Centre Mall and that a park should be constructed in this area in the meantime.

Mr. Gordon Maitland of 45 Holly Avenue and Mr. Gerald Stevens of 42 McAnulty Boulevard appeared before the Committee on this matter, to express their concerns relative to the proposed closure of Holly Avenue.

After considerable discussion it was moved by Alderman Christopherson seconded by Alderman Cooke that:

(a) That the City Solicitor be directed to prepare a by-law for the stopping up, closing and retention of Holly Avenue from McAnulty Boulevard to the C.N.R. Right-of-Way;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the Regional Surveyor register a reference plan under The Registry Act;

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 48 of The Regional Act;

(e) That the applicant provide Union Gas Co. with 2.0m wide easement over the existing gasmain within the proposed street closure; and

(f) That a 6m easement be granted in favour of the Region over the existing 300mm sewer and existing manhole. Carried.

NOTE: It was understood that there would be no fencing constructed at this time.

Alderman Smith requested that any comments that he may have inadvertently made in connection with the Sunninghill Avenue item, upon his return to the Committee room, be disregarded.

Banner Display Applications

The Committee approved the recommendations of the Commissioner of Engineering with respect to the following Banner Display Applications:

(a) That St. Peter's Hospital be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 28, 1990 to Monday, June 04, 1990, with the following message:

ST. PETER'S HOSPITAL
BEGINNING OUR SECOND CENTURY
OPEN HOUSE JUNE 1

(b) That the Industry-Education Council (Hamilton-Wentworth) be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, April 2, 1990 to Monday, April 9, 1990, with the following message:

APRIL IS INDUSTRY-EDUCATION
PARTNERSHIP MONTH

Banner Display Applications

(c) That Cycle Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, August 7, 1989 to Monday, August 14, 1989, with the following message:

NIAGARA CLASSIC BICYCLE RACE
HESS VILLAGE - AUGUST 13
DUNDAS - AUGUST 19
GORE PARK - AUGUST 19

(d) That the Victorian Order of Nurses, Hamilton-Wentworth Branch, be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, January 22, 1990 to Monday, January 29, 1990, with the following message:

VICTORIAN ORDER OF NURSES
CELEBRATING V.O.N. WEEK

(e) That Opera Hamilton be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 26, 1990 to Monday, April 2, 1990, with the following message:

OPERA HAMILTON PRESENTS THE
MARRIAGE OF FIGARO
APRIL 5 AND 7, 1990

(f) That the Canadian Serbian Centre "Holy Trinity" be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, June 26, 1989 to Monday, July 3, 1989, with the following message:

SERBIAN WEEK
"KOSOVO" 600 YEARS

(g) That the Ontario Liberal Party be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, March 26, 1989 to Monday, April 3, 1989, with the following message:

WELCOME LIBERALS
BIENVENU LIBERAUX

Amendment of a Banner Display Date

The Committee approved the following recommendation of the Commissioner of Engineering respecting the amendment of a Banner Display Date:

That the resolution granted to the Big Brothers Association on June 28, 1988 in adopting Item 44 of the Tenth Report of the Transport and Environment Committee be amended by substituting the date of Monday, December 4, 1989 to Monday, December 11, 1989 instead of Monday, March 27, 1989 to Monday, April 3, 1989

Incorporation of Certain City Lands

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Certain City Lands:

(a) That the City Solicitor be authorized and directed to prepare a by-law to incorporate Block 56, Plan 62M-377 (0.30m reserve) into Greencedar Drive.

(b) That the City Solicitor be authorized and directed to prepare a by-law to incorporate Part 2, Plan 62R-8403 (0.305 reserve) into Greenguild Avenue.

(c) That the City Solicitor be authorized and directed to prepare a by-law to incorporate Part 1, Plan 62R-9675 into Brigade Drive.

(d) That the City Solicitor be authorized and directed to prepare a by-law to incorporate Parts 2 & 5, Plan 62R-8055 and the easterly 30.50m of Block 45, Plan 62M-472 into Sinena Avenue.

Subdivision Agreement - Aspen West Phase 4

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Subdivision Agreement for Aspen West Phase 4:

(a) That the submitted schedules for the estimated cost of services in "Aspen West - Phase 4", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner, Benemar Construction Inc. (M. DeBenedictis, President). These lands are located west of Upper Wentworth Street North of Stone Church Road in the Crerar Neighbourhood. The total estimated cost of services for this development is $235 641.07.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Benemar Construction Inc.

(c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a standard Agreement for Pre-servicing.

(e) That the City's share for the cost of services for the development ($59 756.01) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

(f) That the City accept title to the land required for the future Marlene Drive, including the 0.3m reserve from the owner, "The Estate of Soloman Wasserman". These lands (described as Parts 1 and 2 on a Plan of Reference as prepared by J. D. Barnes Limited 1989, Plan W-7273) are being dedicated to the City by its owner in accordance with a draft plan of subdivision and the developer's solicitor is to prepare the necessary deed(s) and certify title to the City.

(g) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:

i. incorporate Part 1 on a Plan of Reference as prepared by J. D. Barnes Limited 1989, (Plan W-7273), into the road allowance for Marlene Drive, after the plan of subdivision for Aspen West - Phase 4 has been registered.

ii. incorporate the 0.3m reserve, Block 42, registered plan 62M-495 into the Rockview Avenue road allowance after the Plan of Subdivision for "Aspen West - Phase 4" has been registered.

Amendment to Standard Subdivision Agreement - costs for Street Trees

The Committee approved the following recommendation of the Commissioner of Engineering respecting an amendment to Standard Subdivision Agreement regarding costs for Street Trees:

That the payment for street trees in subdivision be increased from five dollars fifty cents ($5.50) per metre to six dollars and twenty-five cents ($6.25) per metre of frontage and flankage. The new rate is to be applied to all subdivisions to be approved by Council after the adoption of the new rate.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request for the deletion for sidewalks on certain Streets in the Oakdale Estates Subdivision:

Request for the deletion for sidewalks on certain Streets in the Oakdale Estates Subdivision

That the request of Urbex Management Limited for the deletion of sidewalks on one side of Streets "B", "D", and "I" in Oakdale Estates Subdivision be denied.

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

Director of Traffic - Intersection Control

(a) That westbound traffic on San Pedro Drive be required to stop for northbound and southbound traffic on San Francisco Drive;

(b) That the existing stop control at the intersection of Bendamere Avenue and West 33rd Street be switched such that eastbound and westbound traffic on Bendamere Avenue would be required to stop for northbound and southbound traffic on West 33rd Street; and

(c) That City Traffic By-law 66-100 be amended accordingly.

An item respecting Parking Regulations on East 36th Street between Concession Street and North End, was tabled at the request of Alderman Smith

Parking Regulations - East 36th Street between Concession Street and North End Tabled

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

Director of Traffic - Parking Regulations

(a) That a "No Parking, 8:00 a.m. - 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Princeton Drive between Margate Avenue and Valecrest Avenue; and

(b) That stopping be prohibited on the north side of Jackson Street East commencing at a point 233 feet east of Catharine Street South and extending to a point 83 feet easterly therefrom; and

(c) That City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting requests for School Traffic Officers:

Requests for School Traffic Officers

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer be assigned to the intersection of Trevi Road/Greenshire Drive and Upper Paradise Road for the morning and evening crossing periods only; and

(b) That the Finance Committee be requested to recommend a method of financing $4 620 to cover the cost of assigning a School Traffic Officer to this intersection for the remainder of 1989.

(c) That stop signs be erected for eastbound and westbound traffic on Secord Drive at Woodman Drive such that the intersection will be controlled by a three-way stop; and

(d) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Mt. Albion Road and Greenhill Avenue: and

(e) That the Finance Committee be requested to recommend a method of financing for $5 505 to cover the cost of assigning a school traffic officer to this intersection for the remainder of 1989.

(f) That City Traffic By-law 66-100 be amended accordingly.

Handicapped Parking on the East Side of Province Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting Handicapped Parking on the East Side of Province Street North:

(a) That the existing "Permit Parking" regulation on the east side of Province Street North, commencing at a point 136 feet north of Britannia Avenue and extending to a point 26 feet northerly therefrom be removed; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Request for a corner clearance on the south side of Bendamere Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a corner clearance on the southside of Bendamere Avenue:

(a) That stopping be prohibited on the south side of Bendamere Avenue between West 33rd Street and a point 55 feet westerly therefrom; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Intersection Control and Parking Regulations in the vicinity of 49 Bell Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control and Parking Regulations in the Vicinity of 49 Bell Avenue:

(a) That a stop sign be erected to control westbound traffic on Coulter Avenue at Berry Avenue; and

(b) That a stop sign be erected to control eastbound and westbound traffic on Coulter Avenue at Bell Avenue; and

(c) That the existing "No Parking" regulation on the south side of Coulter Avenue from Bell Avenue to the east end be changed to a "No Stopping" regulation; and

(d) That City Traffic By-law 66-100 be amended accordingly.

Application for a Time Limit Exemption Permit at the Apartment Building No. 123 Chalton Avenue East

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Time Limit Exemption Permit at the Apartment Building at No. 123 Charlton Avenue East:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Mike Marinovic, 123 Charlton Avenue East, Apartment No. 1012.

Removal of an illegal driveway approach ramp on Balmoral Avenue South

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of an illegal driveway approach ramp on Balmoral Avenue South:

(a) That, in accordance with an Ontario Municipal Board decision dated 1983 February 22, the driveway approach ramp on Balmoral Avenue South adjacent to the Old Country Restaurant, 1360 King Street East, be removed at the property owner's expense; and

(b) That the Director of Public Works be instructed to carry out the removal of the approach ramp and to take the necessary action to recover the associated costs (estimated to be $700).

Removal of a reserved permit parking space for handicapped resident - 143 Harmony Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of a reserved permit parking space for a handicapped resident - 143 Harmony Avenue:

(a) That the existing "Permit Parking" regulation on the west side of Harmony Avenue, commencing at a point 63 feet north of Vansitmart Avenue and extending to a point 25 feet northerly therefrom be removed; and

(b) That City Traffic By-law 66-100 be amended accordingly.

Adjournment

There being no further business the meeting was adjourned.

TAKEN AND READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 March 10
COMM FILE:
DEPT FILE: (4502)

SUBJECT: **Sale - 1' Reserves of Surplus City Owned Land on Templemead Drive to (1) Anthony and Peter Giammichele (2) Peter Giammichele (3) Anthony Giammichele**

RECOMMENDATION:

(a) That an Offer to Purchase a one foot reserve on Templemead Drive, executed on March 9, 1989 by Anthony Giammichele and Peter Giammichele and scheduled to close on May 22, 1989 be approved and completed.

Note: The property, which is surplus to roadway requirements, is a one foot strip of land along the easterly limits on Templemead Drive, containing 2.54 square metres (27.38 square feet) and is shown as Part 3 on Plan 62R-9708. The purchase price is One Dollar ($1.00).

(b) That an Offer to Purchase a one foot reserve on Templemead Drive executed on March 9, 1989 by Peter Giammichele and scheduled to close on March 22, 1989 be approved and completed.

Note: The property, which is surplus to roadway requirements, is a one foot strip of land along the easterly limits of Templemead Drive, containing 3.59 square metres (38.62 square feet) and is shown as Part 5 on Plan 62R-9708. The purchase price is One Dollar ($1.00).

(c) That an Offer to Purchase a one foot reserve of City owned land on Templemead Drive executed on March 9, 1989 by Anthony Giammichele, and scheduled to close on or before March 22, 1989, be approved and completed.

Note: The property which is surplus to roadway requirements, is a one foot strip of land along the easterly limits of Templemead Drive, containing 3.45 square metres (37.16 square feet) and is shown as Part 7 on Plan 62R-9708. The purchase price is One Dollar ($1.00).

D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The One Dollar ($1.00) purchase price paid to the City by the Purchasers is to be credited to Account # RF45001 25207.

BACKGROUND:

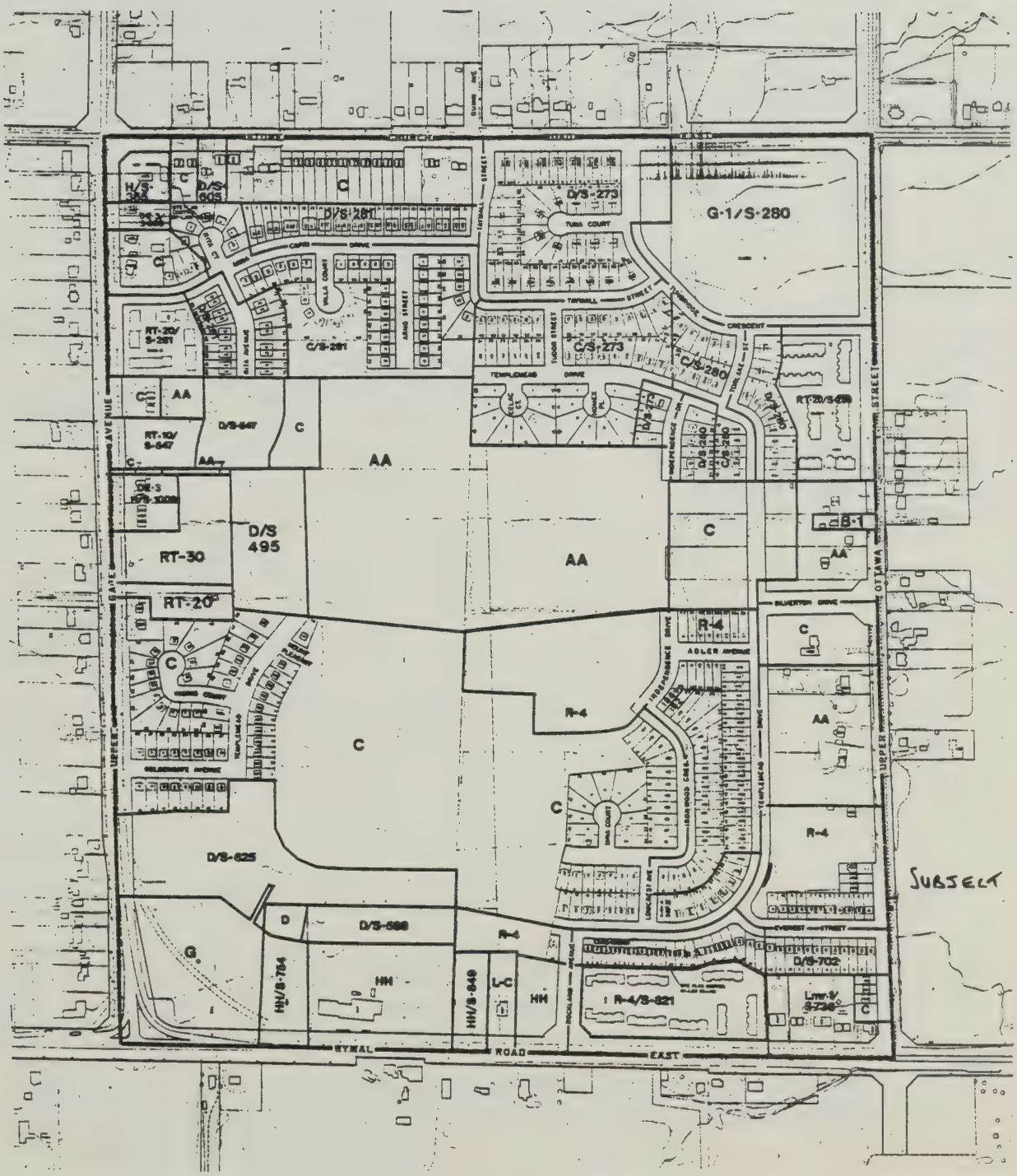
Part 3, Part 5, Part 7 on Plan 62R-9708 are one foot City reserves located outside of the road allowance of Templemead Drive. These reserves were created to ensure recovery of service costs associated with the development of Templemead Drive. The reserve lands are required to be transferred from the City to the Purchasers in order that the reserves may be included with their lands when they sell the lots. City and Regional fee costs associated with reserves have been paid.

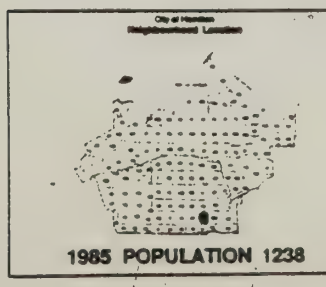
Attach.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. D. Christilaw
  Attention: Mr. M. Chidley, Regional Surveyor





1985 POPULATION 1238

Neighbourhood Boundary
Zoning Boundary
Site Plan Control Boundary

Latest Map Amendment

TEMPLEMEAD

EXISTING ZONING

4.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 March 13
COMM FILE:
DEPT FILE: 89-5019

SUBJECT: Paving Boulevards In Commercial Areas

RECOMMENDATION:

That in commercial areas, whenever municipal sidewalks are being reconstructed, boulevards should be reinstated in concrete.

J.G. Pavelka

J.G. PAVELKA, P.ENG.

FINANCIAL IMPLICATIONS:

COST TO RECONSTRUCT
BOULEVARDS IN:

A. Asphalt $ 53.00 per cubic meter
B. Concrete $105.00 per cubic meter

BACKGROUND:

Presently, the City's policy for boulevards is to reinstate topsoil and sod.

Alternatively, adjacent property owners are permitted to approach the City, enter into a boulevard paving agreement and then pay to have the boulevard hard surfaced, usually with asphalt. An agreement is required so that the onus for subsequent maintenance rests with the adjacent property owner who initiated the hard surfacing of the boulevard. This liability for maintenance has been required to ensure that the hard surfacing of the boulevard is done well rather than poorly because a poorly constructed hard surface in the boulevard could easily lead to ponding and/or tripping.

Three years ago, staff recommended and Committee and Council approved that boulevards in BIA areas would be hard surfaced with paver stone when the municipal sidewalks are reconstructed. This was initiated at the time to compliment the effort of the BIA merchants to upgrade their area.

The City is not staffed nor equipped nor budgeted to maintain topsoil and sod in boulevards. The maintenance responsibility for these areas have always been assumed by the adjacent property owners.

However, in commercial areas, beyond BIA areas, consideration should be given to hard surface the boulevards. More specifically, concrete should be used in the boulevards, rather than asphalt.

Although more expensive, the concrete will last substantially longer than asphalt. As well, concrete is not as susceptible to ponding and settling as is asphalt. Accordingly, concrete will provide a more continuous hard surface.

This, at a time when there appears to be a significant increase in the number of tripping claims and in the settlements for tripping claims, is important to the City from the point of liability. Last year, the City paid out $58,140 for 16 tripping claims and there were 61 tripping/falling accidents recorded.

The paving of the boulevards with concrete will affect the City's budgets in two areas:

1. Road and Sidewalk Reconstruction Program
   -undertaken by the Region's Engineering Department for the City

2. Sidewalk Maintenance/Reconstruction Program
   -undertaken by the Public Works Department

The only problem that staff foresee with concrete in the boulevards involves the removal of the concrete to deal with underground utilities in these boulevards. Concrete is more expensive to remove than asphalt.

However, this complication must be weighed against the benefits. The benefits include:

1. a more homogeneous surface - boulevard and sidewalk

2. one colour and texture - no contrast between concrete and asphalt

3. ultimately less ponding, settling and potential tripping hazards

JGP/jdh

cc D. Lobo, Manager of Streets and Sanitation

cc S. Spencer, Commissioner of Engineering

5(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 9
COMM FILE: S726-69
DEPT FILE:
ID#0043D (49)

SUBJECT:

To Incorporate Certain City Lands into Independence Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 2, Plan 62R-6969 into Independence Drive.

G. S. Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of said PART 2 Plan 62R-6969 and it is necessary that this PART be incorporated into Independence Drive to provide access to Independece Drive from 3 recently created severvances shown as PARTS 1, 3 and 5 on Plan 62R-9739.

GSS:nh

5(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 9
COMM FILE: S723-30
DEPT FILE:
ID#0043D (48)

SUBJECT:

To Incorporate Certain City Lands into Marisa Court

RECOMMENDATION

That the City Solitor be authorized and directed to prepare a By-law to incorporate Block 44 (0.30m Reserve), plan 62M-495 into Marisa Court.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 44, Plan 62M-495 and it is necessary that this Block be incorporated into Marisa Court to connect and provide access to and from a recently requested Plan of Subdivision Adjacent and abutting to the North, Registered as Plan 62M-594.

GSS:nh

5(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 9
COMM FILE: S726-69
DEPT FILE:
ID#0043D (50)

SUBJECT:

To Incorporate Certain City Lands into Templemead Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-6969 into Templemead Drive.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of PART 4 Plan 62R-6969 and it is necessary that this PART be incorporated into Templemead Drive to provide access to Templemead Drive from 3 recently created severvances shown as PARTS 2, 4 and 6 on Plan 62R-9739.

GSS:nh

6.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 8
COMM FILE:
DEPT FILE: E308-02C
ID#0043D

SUBJECT:

Rondar Inc. destruction of low level PCBs for Hamilton Street Railway

ORIGIN:

Application by Rondar Inc. to the Ministry of the Environment (MOE) for a site Certificate of Approval for the destruction of PCBs at the following Hamilton Street Railway locations: 18 Wentworth Street North and 154 Kenilworth Avenue North in Hamilton. The West Central Branch on the MOE is requesting of the City of Hamilton to confirm in writing Rondar Inc.'s compliance with municipal requirements for the proposed work.

RECOMMENDATION

That the local Approvals Branch of the Ontario Ministry of the Environment be informed that:

(i) The City of Hamilton has no objection to Rondar Inc. carrying out the destruction of low level PCBs for Hamilton Street Railway at its 18 Wentworth Street North and 154 Kenilworth Avenue North Road locations in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are compiled with fully.

(ii) No Specific City of Hamilton or Regional permits are required for the work proposed by Rondar Inc.

(iii) That if provision has not been made by the Ministry of the Environment to advise the area residents of the proposed work to be carried out at the 154 Kenilworth Avenue Site by Rondar Inc., Rondar Inc. will undertake to make the necessary notifications of area residents.

Cont'd ...

Rondar Inc. Destruction of low level PCBs
for Hamilton Street Railway

Cont'd ...

(iv) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Hamilton Street Railway, in an effort to improve the environment, has awarded the contract to decontaminate 14 205 litres of PCB contaminated oil to Rondar Inc. of Hamilton. The oil presently contains less than 225 parts per million (ppm) of PCBs. Materials containing PCBs at concentrations greater than 50 ppm are considered PCB wastes by the Ministry of the Environment.

Rondar Inc., and the PCB destruction technology used by this company, has been recognized and approved by the Ministry of the Environment.

The application by Rondar Inc. to the Ministry of the Environment covers the destruction of PCBs in 3 transformers and 2 oil circuit breakers containing 14 000 litres of insulating oil at Wentworth Avenue location, and 1 oil cirucit breaker containing 205 litres of insulating oil at the Kenilworth Avenue site. The transformers and circuit breakers are presently stored on site at these two Hamilton facilities.

The mode of operation used by Rondar Inc. is a mobile unit batch process technology. The decontamination process, which occurs inside the mobile processing unit, involves a chemical reaction in which the PCBs are destroyed through dechlorination. The mobile processing unit is connected directly to the de-energized transformer or circuit breaker, and circulates the oil from the transformer through the process until it contains a non-detectable level of PCBs (less that 2 ppm of PCB's). The cleansed oil is then returned to the transformer or circuit breaker.

Cont'd...

Rondar Inc. Destruction of low level PCBs
for Hamilton Street Railway

Cont'd...

The process by products consist of approximately 1200 litres of centrifuge discharge and 600 litres of spent Fullers Earth. These wastes will become the property of Rondar Inc. who will arrange for pick up and processing by a MOE licensed company, Retek Resources Recovery Inc. of Brantford.

The work proposed by Rondar Inc. is fully detailed in its application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The PCB decontamination process will be carried out entirely on Hamilton Street Railway property. The Kenilworth Avenue site backs onto a residential area, and area residents should be notified of the proposed work by the Ministry of the Environment or Rondar Inc.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

If given the Ministry's approval to proceed Rondar Inc. officials will schedule the work for seven consecutive days beginning April 7, 1989.

EG:nh

7.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 17, 1989
COMM FILE:
DEPT FILE: T103-50(704)
ID#0243D(39)

SUBJECT:

CIBC Building - Phase 2
Use of MacNab Street

RECOMMENDATIONS

(a) That the City Solicitor be directed to prepare a By-law for the stopping up and leasing of a portion of the east side of MacNab Street south of King Street West;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

(d) That the Commissioner of Engineering be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and,

(e) That the City Solicitor be directed to prepare the necessary lease agreement between the City and Dominion Realty Limited to include the following terms:

i) the term of the lease to be 20 years with provision for renewal thereafter;

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

ii) the annual fee to be set at $10.00 per square foot (being 10% of 50% of market value) of area to be used for two levels of parking (approximately 1650 square feet), and no annual fee for the area to be used for loading and access to the truck tunnel (approximately 3310 square feet), plus taxes if applicable;

iii) the annual fee to be set at 10% of 50% of market value of the levels to be used for parking after the year 2008;

iv) the owner to indemnify and save the City harmless from all actions arising from the granting of the lease;

v) the owner to provide public liability insurance to the satisfaction of the City Clerk naming the City as an additional insured party;

vi) the owner to maintain the ground level of the leased area open to the general public and in a condition to the satisfaction of the Commissioner of Engineering.

f) That the City Solicitor be directed to prepare and submit an application to the Ontario Municipal Board for the approval of the lease in as much as the term extends beyond the term of Council.

(g) That the Mayor and City Clerk be authorized to execute the lease in a form satisfactory to the City Solicitor.

(h) That the applicant make satisfactory arrangements with Bell Canada, Hamilton Hydro and the Region for the relocation of underground utilities.

(i) That the Director of Property be directed to negotiate the appropriate amendments to the Truck Tunnel Agreement at no additional expense to the City, and the Mayor and City Clerk be authorized to execute the amending agreement in a form satisfactory to the City Solicitor.

G. S. Spencer
Commissioner of Engineering

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

AREA TO BE LEASED

In reviewing the uses for which the area of MacNab Street is proposed to be leased, it is appropriate to lease the area required for parking at 50% of fair market value of the land area (the standard formula for subsurface rights). The area used for loading from the truck tunnel however is similar to driveways which would normally be required at grade level for which no annual fee is required. Therefore to treat this developemnt equitable compared to others, a fee should be charged for the proposed parking areas only.

FINANCIAL IMPLICATIONS

The developer had requested a reduction in the estimate of $200 per square foot for market value and a decreasing reduction in the total amount payable over a twenty year period. The City Solicitor has advised that in accordance with Section 112 of the Municipal Act a municipality is not permitted to lease property at below fair market value.

In the calculation of the rate to be charged, it is permissible to reduce the fair market value by 50% where the lease is for underground rights only and the municipality maintains a control over the surface rights as this is the standard accepted real estate formula.

While the fair market value is only an estimate of the value of the land, and recent transactions have occurred in the range of $160 per square foot up to $2,000 per square foot, the Property Department has advised that a figure of $200 per square foot is reasonable in this circumstance.

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

ACCEPTABILITY

This report and the recommendations contained herein have been discussed with the Property Department, the City Solicitors Department and the developer and all parties are now in agreement.

BACKGROUND

Your committee at its meeting of March 6, 1989 referred back a report on the above matter for additional comments from the City Solicitor's office.

GA:ms
Ron

cc: L. Lawrence, City Solicitors
cc: D.W. Vyce, Director, Property Department

8.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 2
COMM FILE: 3-11.10
DEPT FILE: T104-10
ID#0043D

SUBJECT:

Review of Policy on Local Improvements

RECOMMENDATION

That no action be taken to change the current policy on local improvements.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

At the January 23, 1989 meeting of Committee, Alderman Agro requested a review of the current policy on local improvements, particularly with respect to Catharine Street between Hunter and Young Streets.

The current policy of the City of Hamilton is that all first-time construction of roads, curbs, sidewalks and alleys is done under the terms of The Local Improvement Act. Under the Act, the abutting owners contribute a portion of the cost based on their frontage. The current rates approved by Council on January 31, 1989, are as follows:

	Item	Maximum Charge Per Metre of Frontage
i)	Curbs only	$ 64.00
ii)	Sidewalks only	$ 80.00
iii)	Sidewalks and independent curbs or combined sidewalks and curbs	$ 131.00
iv)	Roadway only	$ 221.00
v)	Alleys	$ 86.00
vi)	Roadway and curbs (industrial subdivisons only)	$ 300.00

Cont'd...

Review of Policy on Local Improvements

BACKGROUND, Cont'd...

This policy was established under the City's Local Improvement By-Law which has been in existence, similar to its present form, for at least 75 years. The local improvement rate in the By-law for a roadway is based on the prior year's average construction cost for an 8.5m (28 feet) wide roadway plus an allowance for inflation. The actual charge to the homeowner would be the local improvement rate or the actual cost, whichever is less. Once the roadway is constructed, the By-Law stipulates that any future reconstruction shall be paid for by the taxpayers at large.

The Local Improvement Act and the City's Local Improvement By-law stipulate which portions of the work shall be rated against the property owners and which portions shall be the City's share. The owner's share and City's share are funded from the Capital Budget by debentures. The debenture amount excludes the portion of the owner's share which is commuted, or paid off immediately, by some owners. The current local improvement rates represent the maximum which can be assessed by the owners under the Act.

The local improvement projects are temporarily funded from the general levy until debentured. If the owner's share is reduced or eliminated, it will mean a larger amount will have to be debentured. This would mean a tax increase to property owners at large or a reduction in service in some other Capital programs. Any reduction or elimination of the local improvement charges which would result in a tax increase would not be equitable to all the residents in the past who were required to pay local improvement charges on works abutting the property.

The current By-Law does not differentiate between local improvement candidate projects having regard to traffic volumes, since the abutting owners will benefit from the roadway being paved, regardless of the number of vehicles using the roadway. The rates are based on the construction of an 8.5m roadway built to a residential standard. If the nature of the traffic included heavier vehicles or requires a wider road section to be built, the additional cost for the wider road width or the heavier section is incorporated in the City's share.

There are approximately 60km of roads which have never been properly constructed and would be local improvement candidates. Based on current estimates, approximately $22.8M would be required to upgrade these roads.

Cont'd...

Review of Policy on Local Improvements

BACKGROUND, Cont'd...

Cont'd...

Any exemption from the local improvement charge for a more heavily travelled roadway such as Catharine Street would be unfair to all the residents in the past who have been required to pay the local improvement charge for works abutting their property. Examples where traffic volumes are at least equal to or greater than those on Catharine Street and where local improvement charges have been paid by the abutting owners without exemption or reduction are Queensdale Avenue, Limeridge Road, Melvin Avenue, Cannon Street and Strathearne Avenue.

Eliminating the local improvement charge would reduce the capability of the City to address other road needs. An elimination of the local improvement charge would mean that the costs incurred for first-time construction would have to be financed from the tax levy and Ministry of Transportation (MTO) subsidy. Using up money from the tax levy and MTO subsidy for local improvement charges would consequently leave less available for the balance of the road needs, and therefore, less reconstruction work would be accomplished.

CONCLUSIONS

Since the present system is fair and equitable to all property owners, it is recommended that no change be made to the existing policy regarding local improvements.

RPM:jd

cc: E. Matthews, City Treasurer

9.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 08 March 1989
COMM FILE:
DEPT FILE: T103-37
I.D. 0246D(51)

SUBJECT

Amendment of Banner Display Date
Monday, December 18, 1989 to Monday, January 1, 1990

RECOMMENDATION

That the resolution granted to the City of Hamilton Public Works Department on December 13, 1988, in adopting Item 16(c) of the 1st Report of the Transport and Environment Committee be amended by subtituting the date of Monday, December 18, 1989 to Monday, January 1, 1990, instead of Monday, December 11, 1989 to Monday, December 25, 1989.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A.

BACKGROUND

We have received a request from the City of Hamilton Public Works Department to change the date of their banner display.

JKC:cab.

c.c. H. Reinhold, Department of Public Works

10.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 9, 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0043D (79)

SUBJECT:

Street Closures and Temporary Closures - Bicycle Race
Monday, August 7, 1989 (12:00 noon to 5:00 p.m.)

RECOMMENDATION

That the following City Streets be closed from 12:00 noon to 5:00 p.m. on Monday, August 7, 1989 in order that Scattolon Cycle International may hold a bicycle race.

i) Hunter Street West - from Bay Street to Hess Street
ii) Hess Street South from Hunter Street to Main Street
iii) Aberdeen Avenue from Queen Street to Bay Street

be approved during the pleasure of City Council provided:

a) That Council of the Region of Hamilton-Wentworth approve the proposal;

b) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

c) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways, and at the expense of the organizing group;

Con't ....

Temporary Street Closure - Bicycle Race

Con't ....

d) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

e) That the applicant provide proof of $1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

f) That the applicant reimburse the Regional Police; Department of Engineering; City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

g) That no property owner or resident within the barricaded area will be denied access to their property upon request.

h) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

G S Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Jay Stradwick, agent on behalf of Scattolon Cycle International, to hold a bicycle race on Monday, August 7, 1989 from 12:00 noon to 5:00 p.m.

The race is an annual event in the City drawing an elite international field of competitors.

The race route includes City of Hamilton roads, Hunter Street West, Hess Street South and Aberdeen Avenue. A report will be submitted to Regional Council for the use of the Regional roads.

Con't ....

Temporary Street Closure - Bicycle Race

Con't ....

The Regional Police Department have reviewed the route of the race, and they indicate that appropriate traffic control and detour routes can be provided for the race.

JKC:lp

cc: Staff Sgt. G. Williams, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

TRANSPARENCY MOUNTS
MONTURE POUR TRANSPARENTS

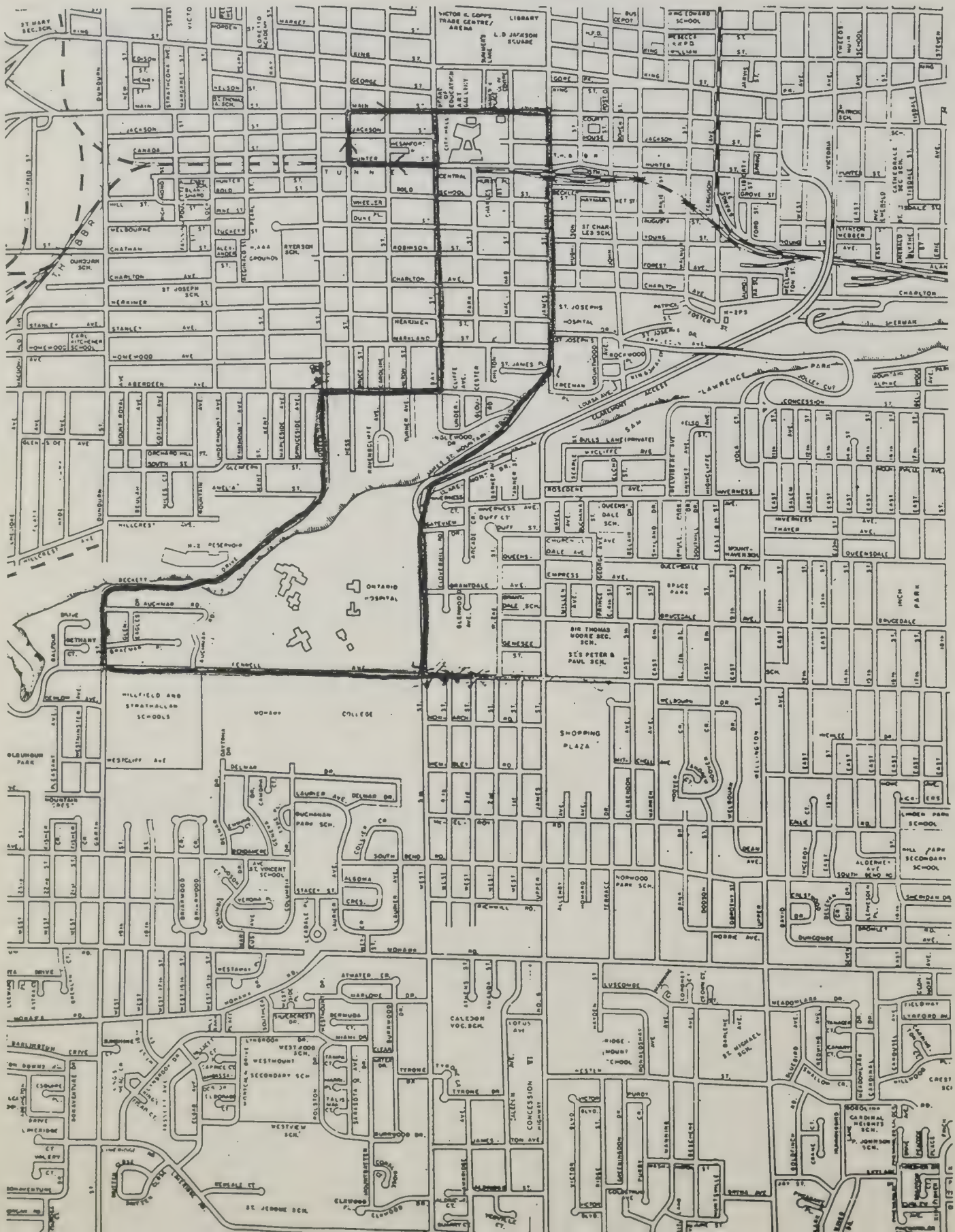
STAEDTLER
LUMOCOLOR

J. Clairmont

NO:991 AV

Scottdon '89

→ Proposed Change to [illegible] Race Route



11.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 February 28
COMM FILE:
DEPT FILE: S716-20
ID#0043D

SUBJECT:

Additional Cost Sharing - "Park Plaza Estates - Phase 2", Subdivision Agreement, Hamilton

RECOMMENDATION

a) That the City's share for cost of sewer and water services, curbs, sidewalks, final roads and fencing for "Park Plaza Estates - Phase 2" be increased by $4,655.00 to $43,504.00.

b) That the Executive Committee recommend the source of funding for these costs.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

Type of Work	Previously Approved Amount	Amounts Now Required
Sidewalks & Curbs	$ 4,387.50	$ 4,887.50
Final Roads	$ 8,775.00	$ 8,850.00
Catch basin & connections	$ 3,600.00	$ 6,870.00
Street Lighting	$ 750.00	$ 750.00
Watermains	$ 3,405.00	$ 3,405.00
Sewers	$14,187.50	$14,187.50
Fencing	$ 3,744.00	$ 4,554.00

Cont'd...

Additional Cost Sharing - "Park Plaza Estates - Phase 2",
Subdivision Agreement, Hamilton

Cont'd...

BACKGROUND

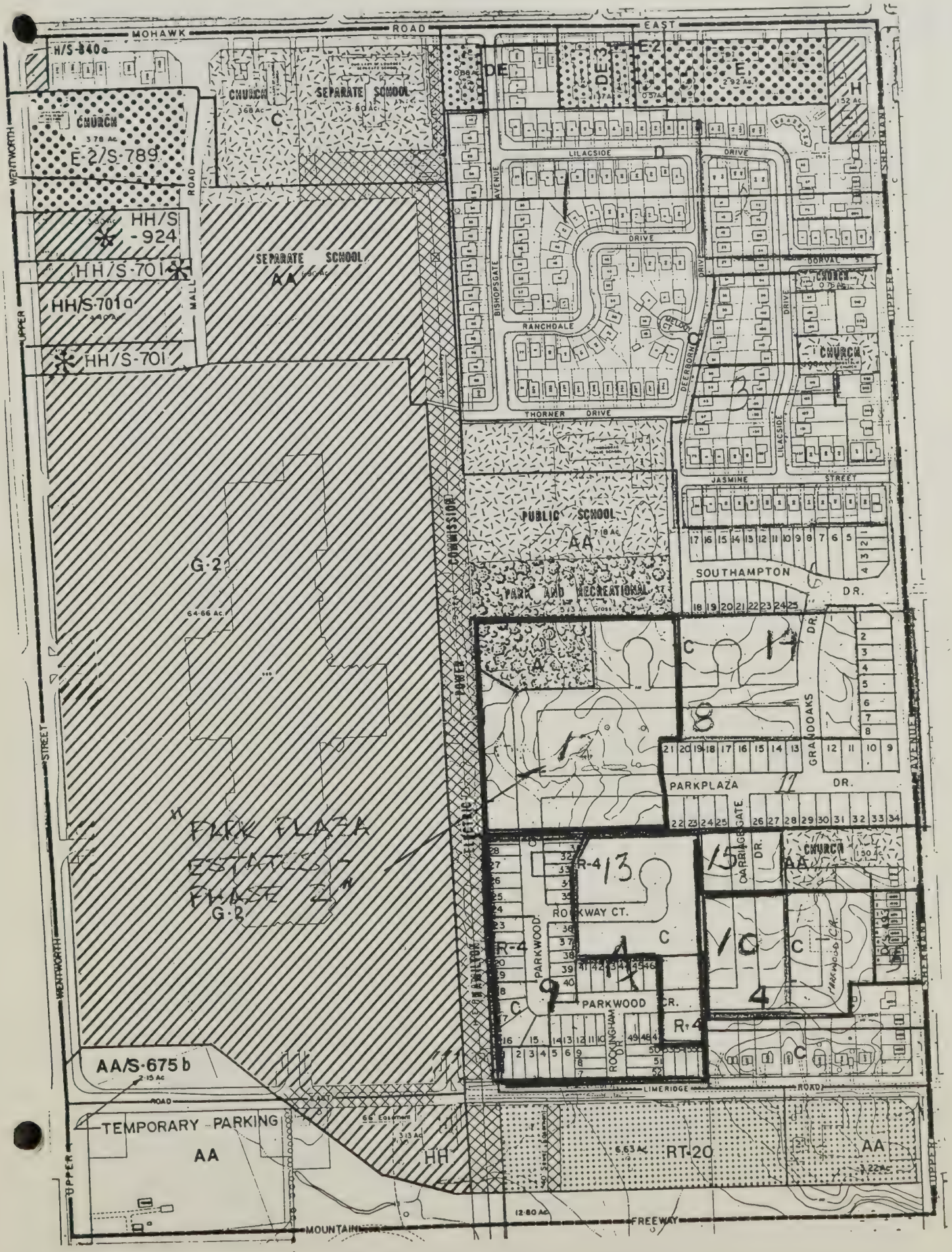
Item 6(c) of the sixth report of the Transport and Environment Committee, as adopted by City Council on February 25, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands. The present owner of these lands is Robinson Homes Limited.

For the Committee's information, the additional funds are required as a result of prices submitted by the successful contractor.

TGE:jd

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Executive Committee


MOHAWK ROAD EAST
H/S-840a
CHURCH
SEPARATE SCHOOL
CHURCH
E-2/S-789
HH/S -924
HH/S-701
HH/S-701a
HH/S-701
SEPARATE SCHOOL
AA
WENTWORTH ROAD
UPPER MALL
LILACSIDE DRIVE
BISHOPSGATE AVENUE
RANCHDALE DRIVE
THORNER DRIVE
DEERBORN DRIVE
DORVAL ST
CHURCH
CHURCH
SHERMAN AVENUE
JASMINE STREET
PUBLIC SCHOOL
AA
PARK AND RECREATIONAL
SOUTHAMPTON DR.
GRANDOAKS DR.
PARKPLAZA DR.
CARRIAGEGATE DR.
CHURCH
AA
ROCKWAY CT.
PARKWOOD CR.
ROCKINGHAM DR.
POWER COMMISSION
ELECTRIC
PARK PLAZA ESTATES PHASE 2
G-2
64.66 Ac.
WENTWORTH STREET
AA/S-675b
2.15 Ac
TEMPORARY PARKING
AA
HH
RT-20
AA
LIMERIDGE ROAD
UPPER MOUNTAIN ROAD
FREEWAY

12(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 7
COMM FILE: TEC-61-89
DEPT FILE: 3-9.7

SUBJECT:

South Side of Brucedale Avenue East, west of East 5th Street - Relocation of School Bus Loading Zone.

RECOMMENDATION:

a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of East 5th Street commencing at a point 101 feet south of Brucedale Avenue East and extending at a point 46 feet southerly therefrom be relocated to the south side of Brucedale Avenue East commencing at a point 77 feet west of East 5th Street and extending to a point 46 feet westerly therefrom; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Hamilton-Wentworth Roman Catholic Separate School Board requesting that the existing school bus loading zone on the west side of East 5th Street adjacent to St. Thomas Moore High School be relocated to the south side of Brucedale Avenue in front of the school. Presently, there is unrestricted free parking on both sides of Brucedale, in front of the school.

The proposed school bus loading zone will result in a loss of approximately two on-street parking spaces. However, all of the residents on Brucedale in this area have off-street parking provided, and therefore the relocation of the school bus loading zone should not result in any parking problems for area residents and the Traffic Department concurs with the request.

The area on East 5th which is presently occupied by the school bus loading zone will revert back to "No Parking" as is the west side of the remainder of the block.


CLAREMONT ACCESS
KINGSWAY DR
LOUISA AVE
JAMES ST S
FREEMAN PL
CONCESSION STREET
BULL'S LANE
PRIVATE
WYCLIFFE AVENUE
SEARLE ST
BELVIDERE AVENUE
ROSEDENE AVENUE
ELCHO AVENUE
KELSO ST
KNYVET AVENUE
HIGHCLIFFE AVENUE
VOLA COURT
WELLINGTON STREET
MOUNTVILLE
INVERNESS AVENUE EAST
WAVELL AVENUE
BUCHANAN STREET
CHURCHILL AVENUE
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE DRIVE
SOUTHILL DRIVE
EIGHTH STREET EAST
UPPER JAMES
QUEENSDALE AVENUE EAST
GEORGE
EMPRESS AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
FENNELL AVENUE EAST
WELBOURN DRIVE
BARRENDOON AVE
BROWER CRESC
THAYER AVE
ELEVENTH STREET
A
C
E-2
H
G
E
D
DE 3
$91
$35
$35
HS 135

FOR ACTION

12(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 27
COMM FILE: TEC-62-89
DEPT FILE: 3-9.7

SUBJECT:

South Side of Franklin Road, west of East 28th Street - Request for a School Bus Loading Zone.

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 32 feet west of the west projected curb line of East 28th Street and extending to a point 80 feet westerly therefrom; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

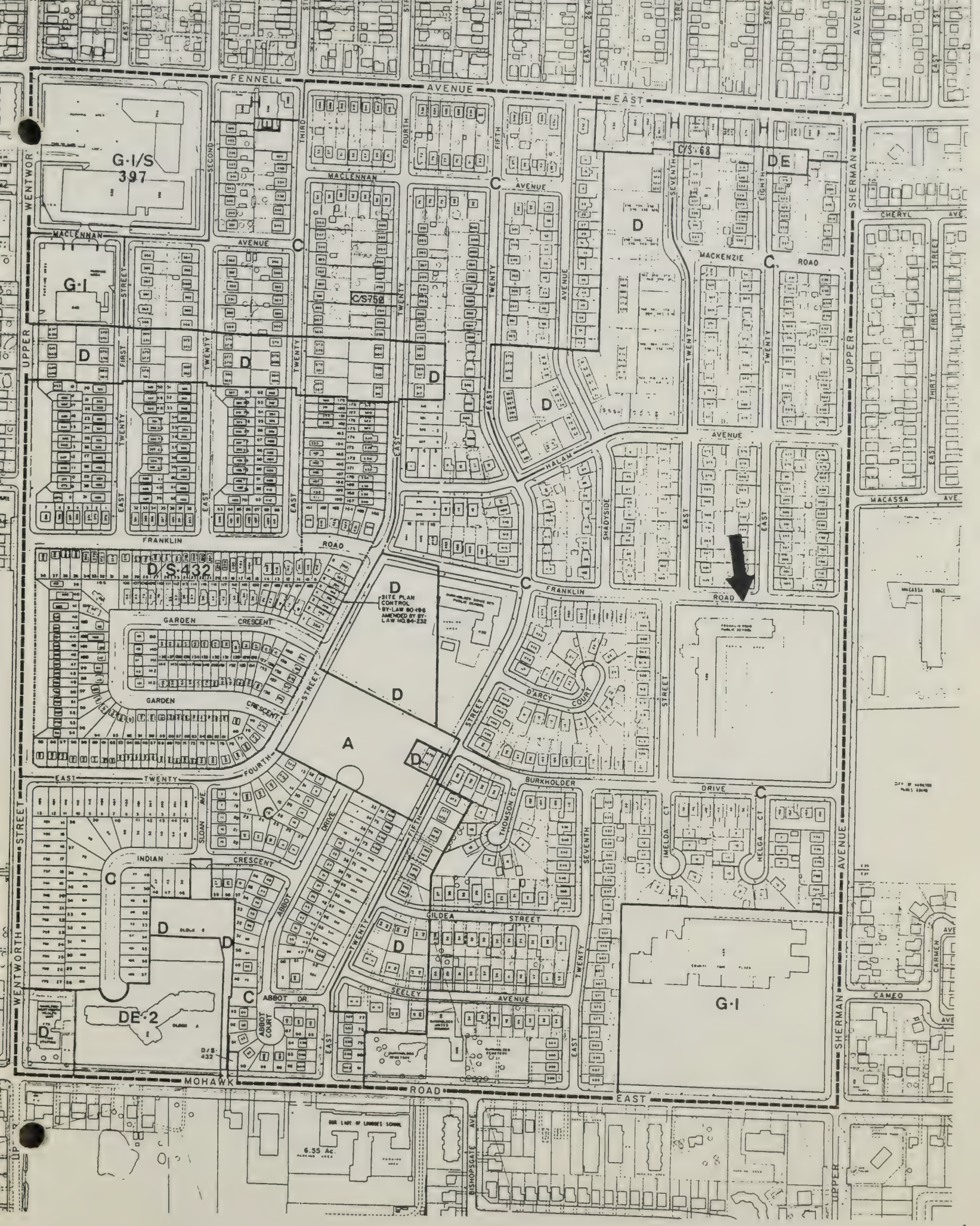
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the Board of Education for the City of Hamilton requesting that a school bus loading zone to accommodate two school buses be implemented on the south side of Franklin Road in front of Franklin Road Public School. Parking is presently prohibited between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday, on the south side of Franklin Road in this area.

School buses are permitted to stop to load and unload children in the "No Parking" area in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all

vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Franklin Road in front of Franklin Road Public School, the Traffic Department concurs with the request for a school bus loading zone at this location, and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.


FENNELL AVENUE EAST
G-I/S 397
G-I
C/S 752
C/S 68
D/S 432
DE-2
G-I
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
GARDEN CRESCENT
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT
IMELDA CT
HELGA CT
GILDEA STREET
SEELEY AVENUE
INDIAN CRESCENT
ABBOT DR.
ABBOT COURT
SLOAN AVE.
MOHAWK ROAD EAST
WENTWORTH STREET
UPPER SHERMAN AVENUE
CHERYL AVE.
MACASSA AVE.
CAMEO AVE.
CARMEN AVE.
BISHOPSGATE AVE.
OUR LADY OF LOURDES SCHOOL
6.55 Ac.
HALAM
SHADYSIDE
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
THIRTY STREET EAST
TWENTY STREET EAST
TWENTY FIRST STREET EAST
TWENTY FOURTH STREET EAST

FOR ACTION

13(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 8
COMM FILE: TEC-34-89
DEPT FILE: 3-9.2

SUBJECT:

East leg of Clifton Downs Road, south of Bonaventure Drive - Parking Regulations.

RECOMMENDATIONS:

a) That a "No Parking" regulation be implemented on the west side of the east leg of Clifton Downs Road between Bonaventure Drive and the north curb line of the south leg of Clifton Downs Road; and,

b) That a "No Parking" regulation be implemented on the north side of the south leg of Clifton Downs Road commencing at the west curb line of the east leg of Clifton Downs Road and extending to a point 118 feet westerly therefrom; and,

c) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

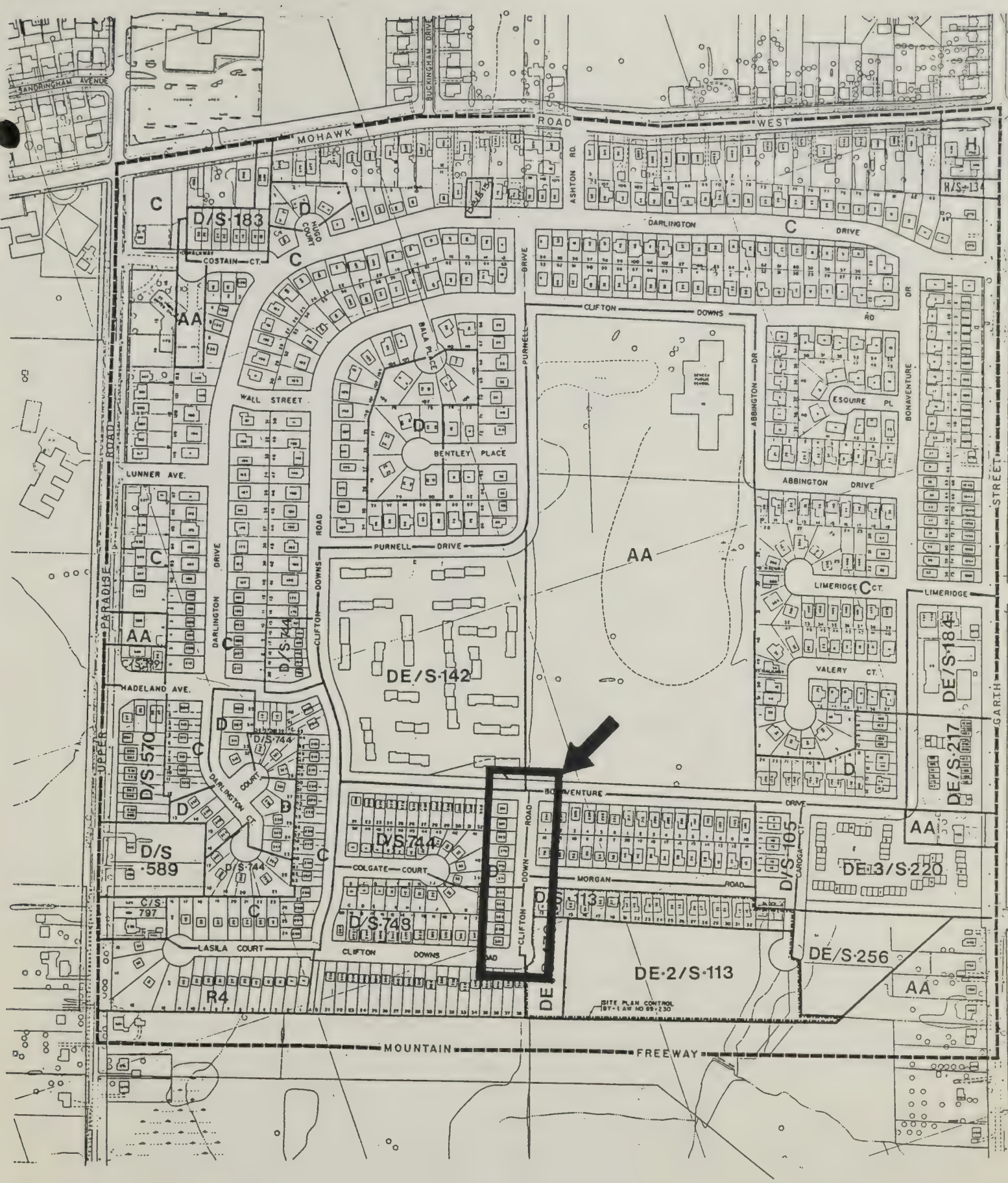
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the 14 (64%) one, two and three family dwellings on the subject portion of Clifton Downs, requesting that a parking prohibition be implemented on the street. Presently, there is unrestricted free parking on both sides of the street, and the resident who circulated the petition has advised that the residents are concerned that the street is frequently heavily parked by non-residents while activities are taking place in Browns Park which is located on the north side of Bonaventure.

The Traffic Department would consider a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary. In this particular case, such a severe restriction would merely shift all of the parking to some other residential street, and this would be arbitrary and non-equitable. While it is acknowledged that non-resident parking can be a definite nuisance and irritation, merely transferring all of the problem to another street is not a solution. However, in order to facilitate traffic movements and to improve visibility at a 90° turn in the road the Traffic Department supports the removal of parking on one side of the street only.


MOHAWK ROAD WEST
SANDRINGHAM AVENUE
BUCKINGHAM DRIVE
ASHTON RD.
DARLINGTON DRIVE
CLIFTON DOWNS
PURNELL DRIVE
ABBINGTON DR
BONAVENTURE DRIVE
ESQUIRE PL
ABBINGTON DRIVE
LIMERIDGE CT.
VALERY CT.
LIMERIDGE
GARTH STREET
WALL STREET
BALA PLACE
BENTLEY PLACE
HUGO COURT
COSTAIN CT.
LUNNER AVE.
HADELAND AVE.
UPPER PARADISE ROAD
DARLINGTON DRIVE
DARLINGTON COURT
COLGATE COURT
MORGAN ROAD
CAROLA CT.
LASILA COURT
CLIFTON DOWNS ROAD
MOUNTAIN FREEWAY
D/S-183
D/S-744
D/S-570
D/S-589
C/S-797
D/S-748
D/S-113
D/S-105
DE/S-142
DE/S-184
DE/S-217
DE-3/S-220
DE-2/S-113
DE/S-256
H/S-134
SITE PLAN CONTROL BY-LAW NO 69-230
AA
C
D
R4

13(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 28
COMM FILE: TEC-60-89
DEPT FILE: 3-9.2

SUBJECT:

Dunsmure Road between Garfield Avenue and Fairholt Road - Parking Regulations.

RECOMMENDATION:

a) That the "No Parking" regulation on the north side of Dunsmure Road commencing 72 feet east of Garfield Avenue and extending to a point 85 feet easterly therefrom be removed; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

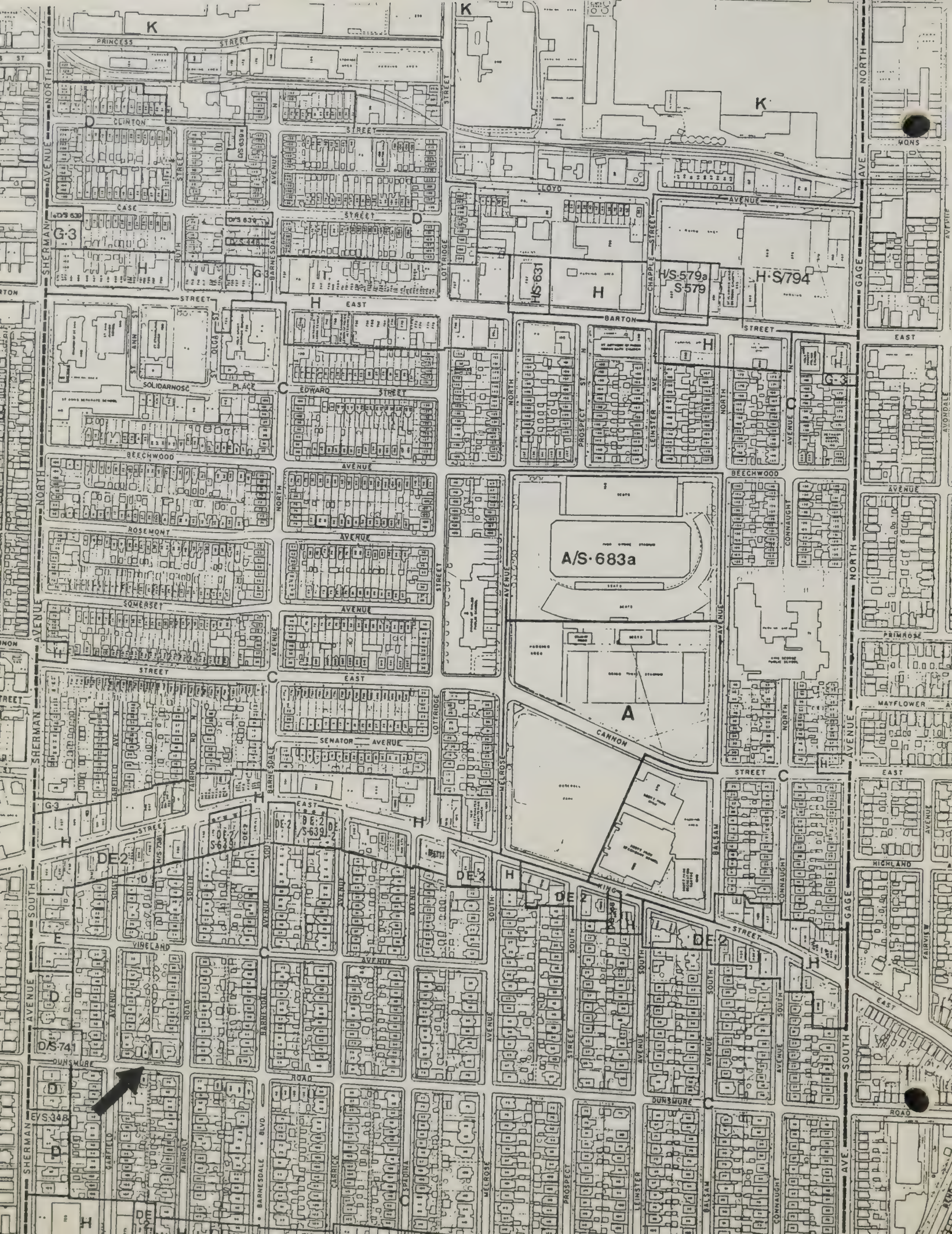
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Representatives of 81 and 85 Dunsmure Road have contacted the Traffic Department to request that the "No Parking" regulation be removed from in front of their homes to allow additional on-street parking. Presently, there is an "Alternate Side Parking" regulation on Dunsmure Road in this area, except that parking is prohibited at all times on the north side in front of these two residential properties.

Representatives of the Public Works Department have advised that the "No Parking" regulation was implemented prior to 1966, to facilitate turning movements by garbage trucks exiting from the City assumed alleyway located on the south side of Dunsmure Road between Garfield Avenue and Fairholt Road. The Public Works Department no longer services this alleyway with garbage trucks, and the parking prohibition is no longer required. Therefore, the Traffic Department concurs with the request to remove the regulation to provide an additional three on-street spaces.


PRINCESS STREET
CLINTON STREET
CASE STREET
SOLIDARNOSC PLACE
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
SENATOR AVENUE
VIRELAND AVENUE
DUNSMURE ROAD
BARTON STREET
LLOYD AVENUE
CANNON STREET
KING STREET
MAYFLOWER
PRIMROSE
HIGHLAND
SHERMAN AVENUE
GAGE AVENUE
BARNESDALE BLVD.
LOTTRIDGE
MELROSE
PROSPECT ST
LEINSTER AVE
CONNAUGHT AVENUE
BALSAM
A/S·683a
H/S·579a
S·579
H·S/794
H/S·631
D/S·741
E/S·348
D/S·639
DE·2
S·639
H/S·738

13(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 7
COMM FILE: TEC-64-89
DEPT FILE: 3-9.2

SUBJECT:

West side of Allenby Avenue, north of McElroy Road East - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Allenby Avenue commencing at the north end and extending to a point 49 feet southerly therefrom; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

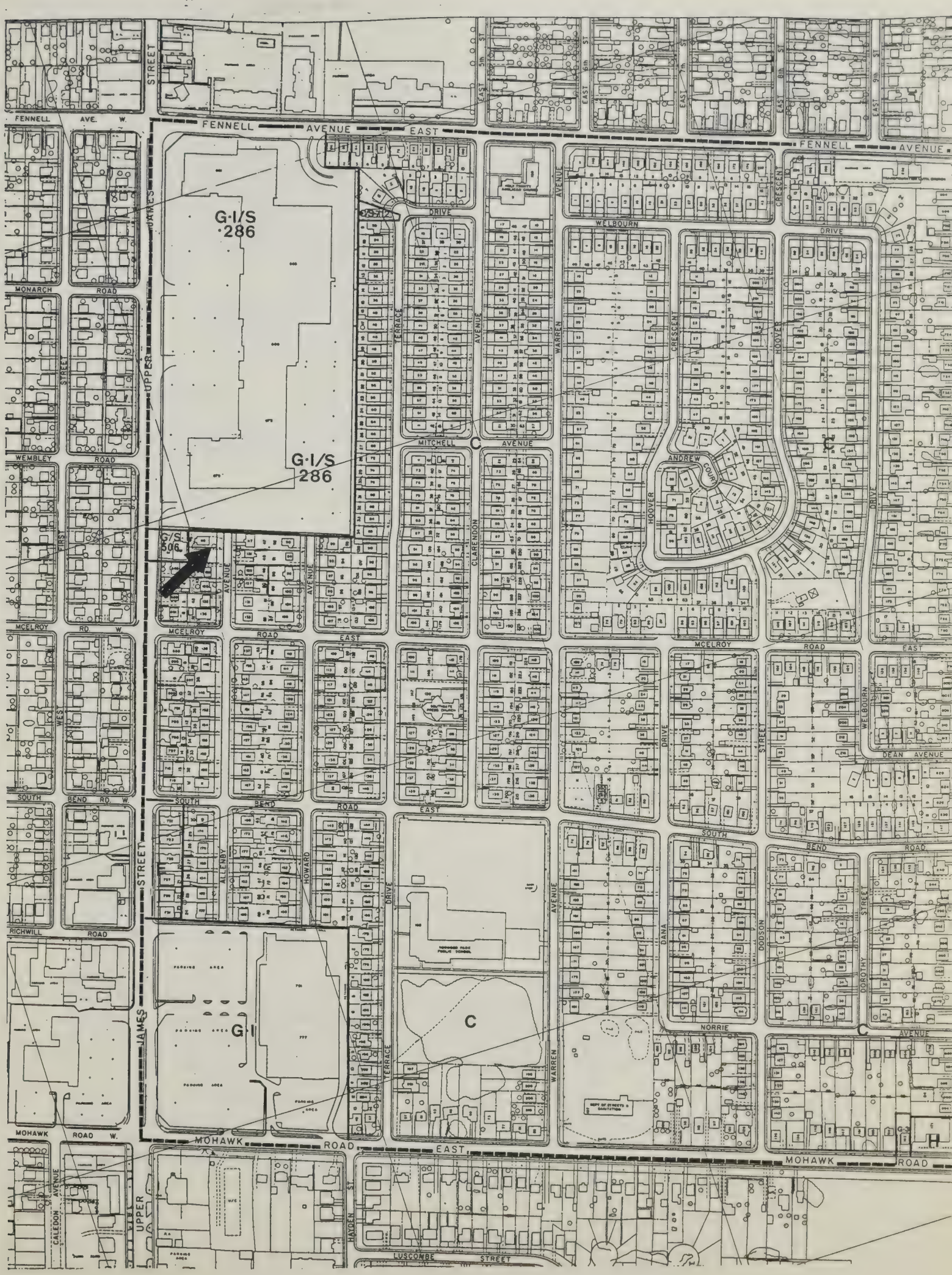
Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. M. Semkowicz, 118 Allenby Avenue, that a "No Parking" regulation be implemented on the west side of the street, directly in front of his house. Allenby Avenue has a 27 foot pavement width, and presently, there is unrestricted free parking on both sides of the street.

Mr. Semkowicz has expressed concern that vehicles parked in front of his property obstruct driveway movements because of the proximity to the north end of this dead-end street. He also stated that snow removing vehicles pile the snow at the north end which also hinders driveway movements. Therefore, in order to improve driveway movements at this location, the Traffic Department concurs with the request.

The implementation of the proposed regulation would result in a loss of one on-street parking space. However, since all of the residents have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street, the requested parking prohibition should not result in any parking problems.


FENNELL AVENUE EAST
FENNELL AVENUE
FENNELL AVE. W.
G-I/S 286
G-I/S 286
G/S 506
MONARCH ROAD
WEMBLEY ROAD
MCELROY RD. W.
MCELROY ROAD EAST
SOUTH BEND RD. W.
SOUTH BEND ROAD EAST
RICHWILL ROAD
MOHAWK ROAD W.
MOHAWK ROAD EAST
MOHAWK ROAD
UPPER JAMES STREET
WEST JAMES STREET
MITCHELL AVENUE
WELBOURN DRIVE
ANDREW COURT
HOOVER CRESCENT
HOOVER DRIVE
CLARENDON AVENUE
WARREN AVENUE
TERRACE DRIVE
ALLENBY AVENUE
HOWARD DRIVE
DANA AVENUE
DODSON STREET
DOROTHY STREET
WELBOURN STREET
DEAN AVENUE
NORRIE AVENUE
CALEDON AVENUE
HAYDEN ST.
LUSCOMBE STREET
G-I
C

FOR ACTION

13(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 March 8
COMM FILE: 3-9.2
DEPT FILE: TEC-69-89

SUBJECT: West Side of Glenvista Drive between Brookstream Court and Greenhill Avenue - Parking Regulations.

RECOMMENDATION:

a) That parking be prohibited on the west side of Glenvista Drive between Brookstream Court and Greenhill Avenue; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

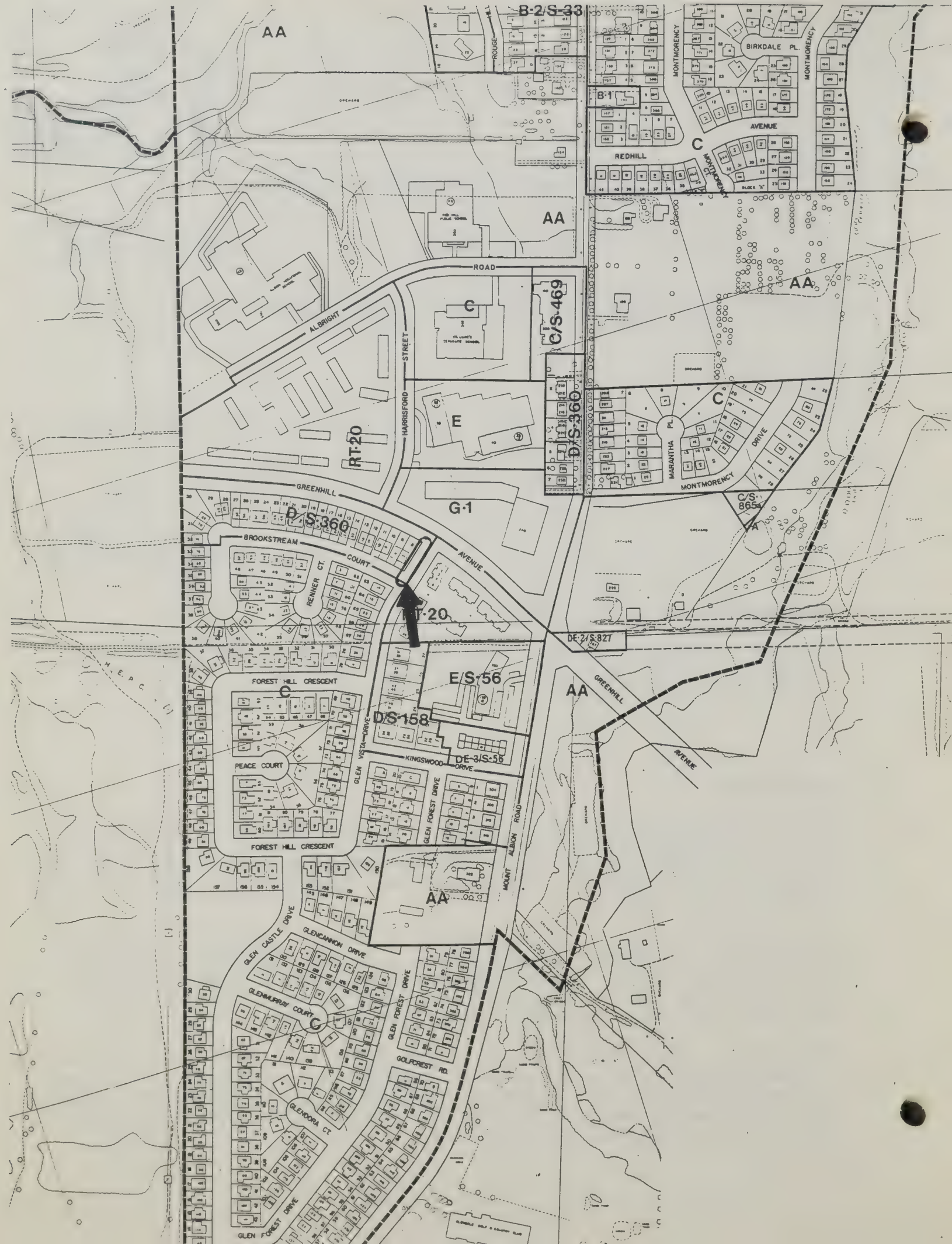
Sufficient funds have been provided in the 1989 Traffic Department Budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

Alderman Dominic Agostino and Alderman Fred Lombardo recently wrote to the Traffic Department advising of a request by the management of the Wentworth Condominium Corporation No. 52 that parking be prohibited on the west side of Glenvista Drive between Brookstream Court and Greenhill Avenue opposite this condominium development.

Glenvista Drive has 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements. Therefore, the Traffic Department concurs with the request.

There are no other residential proprieties fronting in this block, and the proposed parking prohibition would be signed along the flankage of only one residential property. All of the residential properties in this area have off-street parking provided, and therefore, the proposed parking prohibition should not result in any parking problems for area residents.


AA
B-2/S-33
ROUGE
MONTMORENCY
BIRKDALE PL.
AVENUE
B-1
REDHILL
C
MONTMORENCY CT.
AA
ROAD
ALBRIGHT
C
C/S-469
STREET
HARRISFORD
E
D/S-360
RT-20
C
MARANTHA PL.
DRIVE
MONTMORENCY
C/S-865
GREENHILL
G-1
D/S-360
BROOKSTREAM
COURT
AVENUE
RENNER CT.
RT-20
DE-2/S-827
E/S-56
FOREST HILL CRESCENT
C
D/S-158
GREENHILL
AA
AVENUE
KINGSWOOD
DRIVE
DE-3/S-56
GLEN VISTA DRIVE
PEACE COURT
GLEN FOREST DRIVE
FOREST HILL CRESCENT
MOUNT ALBION ROAD
AA
GLEN CASTLE DRIVE
GLENCANNON DRIVE
GLENMURRAY COURT
C
GLEN FOREST DRIVE
GOLFOREST RD.
GLENDORA CT.
GLEN FOREST DRIVE

13(e)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 13
COMM FILE: TEC-71-89
DEPT FILE: 3-9.2

SUBJECT:

Park Street North between Barton Street West and Colbourne Street - Parking Regulations.

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Park Street North between Barton Street and Colbourne Street be removed; and

b) That the City Treasurer be authorized to refund to each permit holder the unexpired portion of the paid fee for each parking permit; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above.

BACKGROUND:

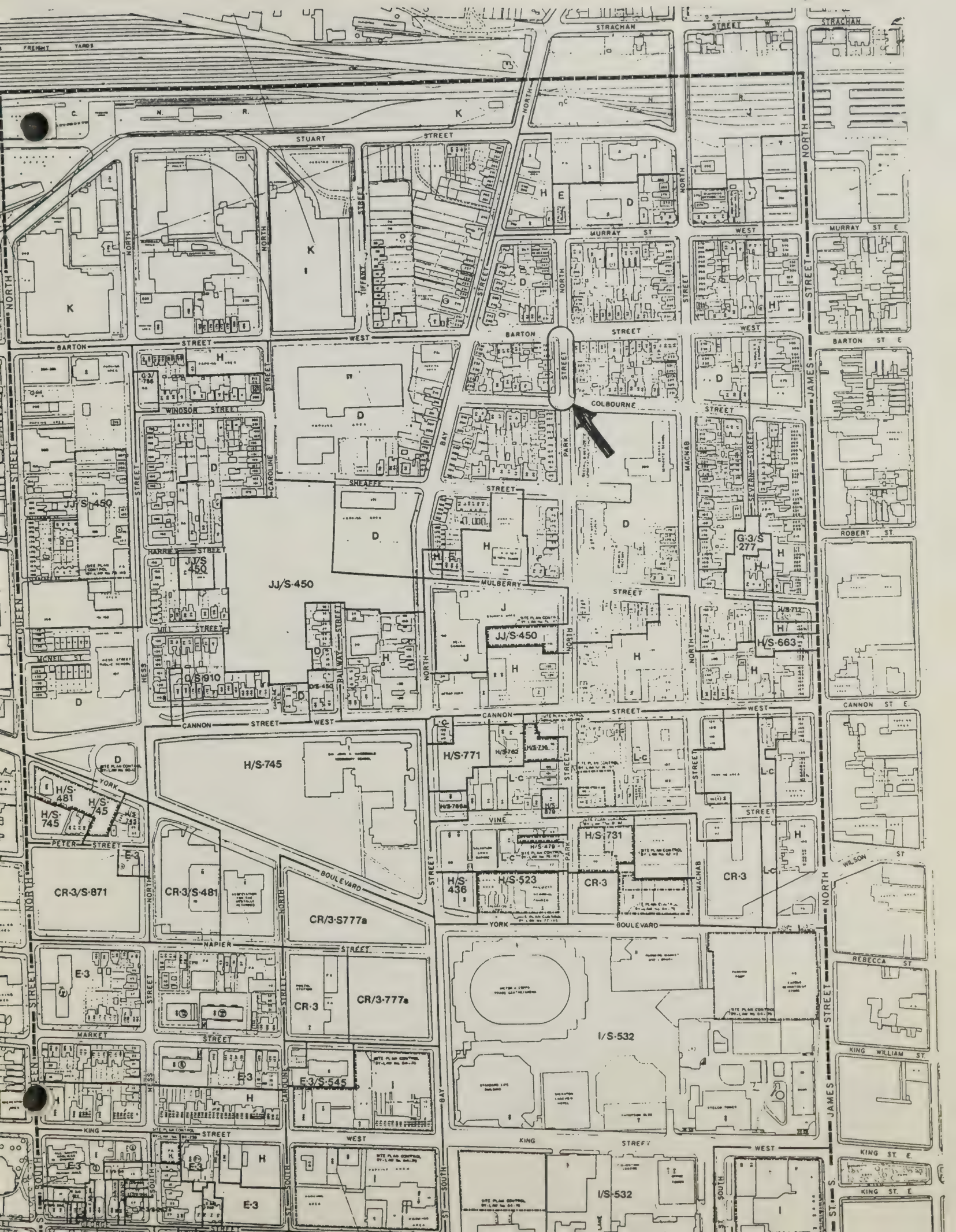
The Traffic Department has received a petition signed by representatives of seven of the 10 one, two and three family dwellings on Park Street North between Barton and Colbourne. Six of the seven residents are in favour of removing the existing "Permit Parking" regulation while one resident is opposed to any change.

City Council at its meeting held 1988 August 30, approved a request to implement the "Permit Parking" regulation on the west side of Park Street in this block based on a petition which was signed by representatives of seven of the 10 one, two and three family dwellings abutting the block. However, following the erection of the "Permit Parking" signs concerns have been

expressed from time to time by some of the residents who oppose the regulation, and recently, two residents contacted the Traffic Department and stated that they did not sign the original petition and that someone signed their names without their consent.

Traffic Department records indicate that there are seven legal on-street parking spaces on the west side of Park between Barton and Colbourne, and as of this date, there have been only four permits issued; three of which are issued to one residential dwelling. Thus, it is apparent that only residents of two of the 10 abutting properties are actually utilizing the "Permit Parking" regulation although virtually all of the residents own vehicles. Therefore, since 60% of the residents now support the removal of the "Permit Parking" regulation, the Traffic Department concurs with the request.

cc: Mr. E. Matthews
City Treasurer


FREIGHT YARDS
STRACHAN STREET W
STRACHAN
STUART STREET
NORTH
MURRAY ST WEST
MURRAY ST E
BARTON STREET WEST
BARTON ST E
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
ROBERT ST.
HARRIET STREET
MILL STREET
MCNEIL ST
CANNON STREET WEST
CANNON ST E.
YORK BOULEVARD
VINE
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
KING ST E
KING ST. E.
REBECCA ST
WILSON ST
QUEEN STREET
JAMES STREET NORTH
JAMES ST S
HESS STREET
CAROLINE
BAY STREET
PARK
MACNAB
SEVERN STREET
BALLWAY STREET
SOUTH
K
H
E
D
J
G-3/S-277
H/S-663
H/S-712
JJ/S-450
H/S-745
H/S-481
CR-3/S-871
CR-3/S-481
CR/3-S777a
CR-3
E-3
E-3/S-545
H/S-771
H/S-763
H/S-770
L-C
H/S-731
H/S-479
H/S-436
H/S-523
I/S-532
G-3/S-910

FOR ACTION

13(f)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 15
COMM FILE: TEC-75-89
DEPT FILE: 3-9.2

SUBJECT:

Heather Road between Woodman Drive and Sunrise Drive - Parking Regulations.

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Heather Road between Woodman Drive and Sunrise Drive be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

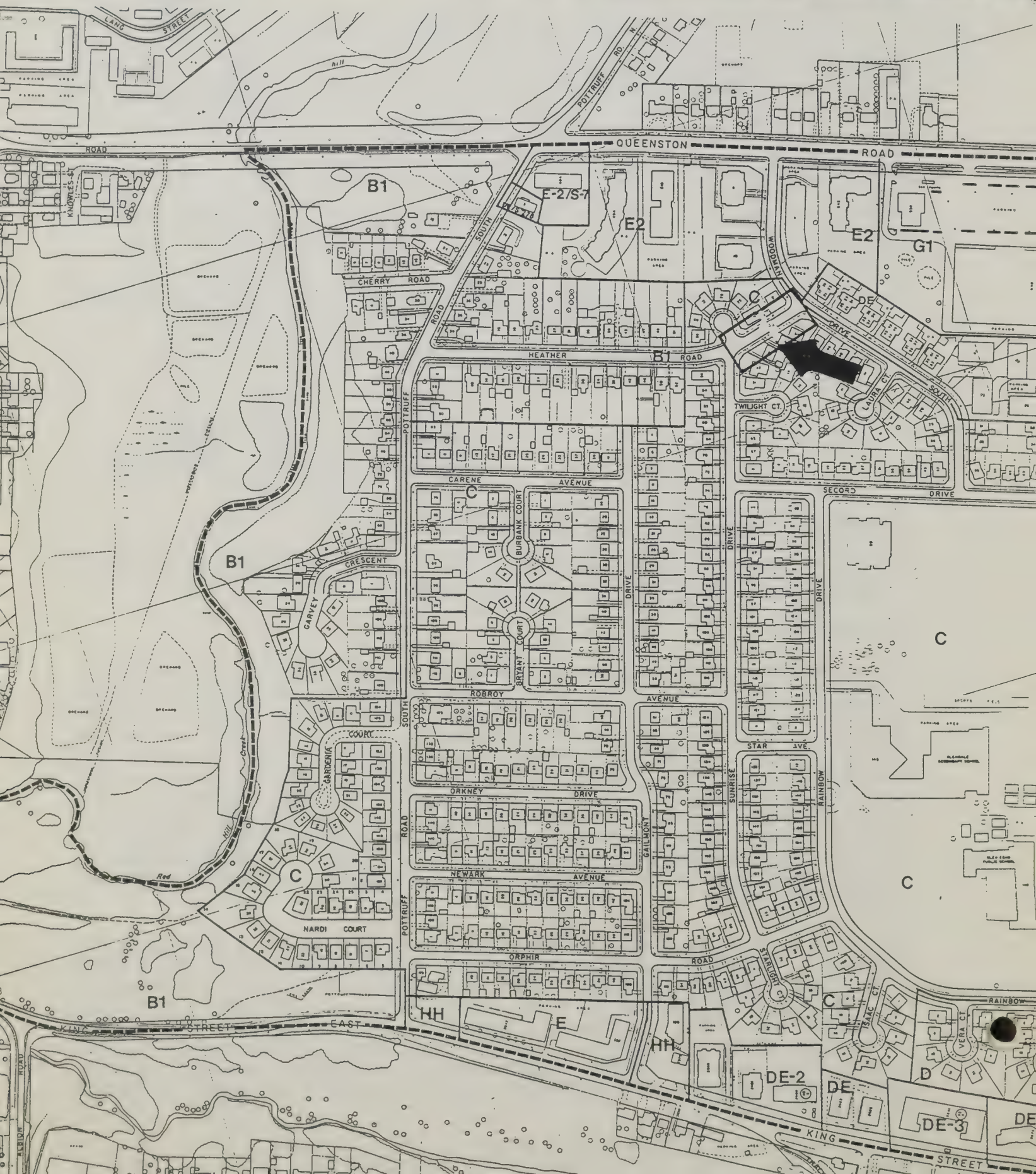
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds provided in the 1989 Traffic Department operating budget estimates for removing the existing signs.

BACKGROUND:

The Transport and Environment Committee recently approved a request to implement a "No Parking" regulation on Heather Road between Woodman Drive and Sunrise Drive, as a result of a petition forwarded by Alderman Dominic Agostino, which was signed by 24 residents in the block to the west and by representatives of 2 of the 5 homes between Woodman and Sunrise. Also, the Traffic Department was able to contact two other residents in the block who advised that they supported the proposed "No Parking" regulation. The requested regulation was subsequently approved by the City Council on 1989 January 31 and the "No Parking" signs were erected shortly thereafter. However, Alderman Dominic Agostino has now advised that he has spoken among the five residents in the subject block and that a majority now wish to have the signs removed.

Parking has been prohibited on the north side of the street in this block for many years. While the Department does not object to the removal of parking from both sides of a residential street in cases where this will not result in any apparent problems, and there is a petition signed by a majority of the residents, the Traffic Department considers a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary in most cases. Therefore, the Traffic Department concurs with the request to remove the "No Parking" signs from the south side of the street in order to restore unrestricted parking.


LANG STREET
POTTRUFF RD. N.
QUEENSTON ROAD
KNOWLES ST.
B1
E-2/S-7
E2
E2
G1
CHERRY ROAD
SOUTH POTTRUFF ROAD
WOODBANK DRIVE
C
DE
HEATHER ROAD
B1
TWILIGHT CT.
LAURA CT.
SOUTH DRIVE
CARENE AVENUE
C
BURBANK COURT
SECOND DRIVE
B1
CRESCENT
GARVEY
BRYANT COURT
DRIVE
DRIVE
C
ROBROY AVENUE
SOUTH POTTRUFF ROAD
GARDENIA COURT
STAR AVE.
ORKNEY DRIVE
GAILMONT
SUNRISE
RAINBOW DRIVE
C
C
NEWARK AVENUE
NARDI COURT
ORPHIR ROAD
STARLIGHT CT.
C
ISAAC CT.
VERA CT.
RAINBOW
B1
HH
E
HH
DE-2
DE
D
DE-3
DE
KING STREET EAST
KING STREET
ALBION ROAD

14.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 13
COMM FILE: TEC-72-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Rainbow Drive and Glen Echo Drive - Request for a School Traffic Officer.

RECOMMENDATION:

That in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

a) a School Traffic Officer not be assigned to the intersection of Rainbow Drive and Glen Echo Drive at this time; and

b) crosswalks be painted across the north and west approaches to the intersection.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is $6,882.00, and presently, there are no funds budgeted for additional School Traffic Officers.

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of painting and maintaining crosswalk lines at this intersection.

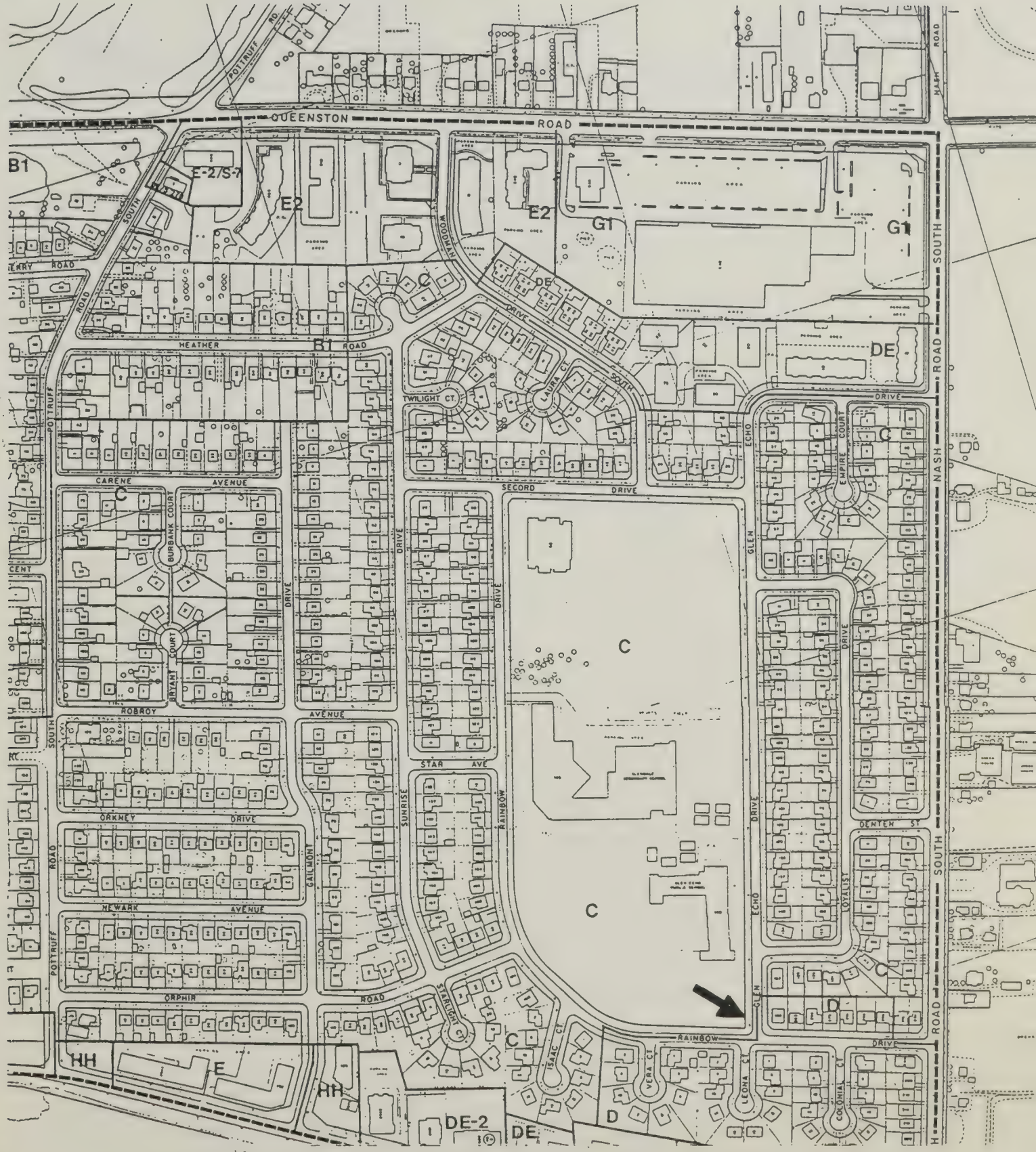
BACKGROUND:

Alderman Dominic Agostino has requested that a study be conducted to determine the need for a School Traffic Officer at the intersection of Rainbow Drive and Glen Echo Drive. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this four-way stop controlled intersection on 1989 February 22 and 23, and on 1989 March 3rd, and observed 29 children crossing during the three school crossing periods in the area of Rainbow Drive and Glen Echo Drive. The Regional Police have concluded, in part, that "the children had no problem crossing at any time". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time, but have also recommended that crosswalks be painted across the west leg of Rainbow Drive and across Glen Echo Drive in order to encourage children to cross directly at the intersection.

Traffic Department records indicate that the intersection is operating safely with no reported collisions in the past seven years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.

cc. Mrs. D. Buist
School Traffic Administrator


QUEENSTON ROAD
POTTRUFF RD.
NASH ROAD
SOUTH ROAD
B1
E-2/S-7
E2
G1
DE
C
HEATHER ROAD
WOODMAN DRIVE
TWILIGHT CT.
LAURA CT.
SECORD DRIVE
ECHO DRIVE
EMPIRE COURT
CARENE AVENUE
BURBANK COURT
BRYANT COURT
ROBROY AVENUE
STAR AVE
SUNRISE DRIVE
RAINBOW DRIVE
GLEN DRIVE
ORKNEY DRIVE
GAILMONT DRIVE
DENTEN ST
LOYALIST DRIVE
NEWARK AVENUE
ORPHIN ROAD
STARLIGHT CT.
ISAAC CT.
VERA CT.
LEONA CT.
COLONIAL CT.
HH
E
DE-2

FOR ACTION

15.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 March 8
COMM FILE: 3-9.4
DEPT FILE: TEC-70-89

SUBJECT: Intersection of Berkindale Drive and Federal Street-
Intersection Control.

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Berkindale Drive and Federal Street; and

b) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

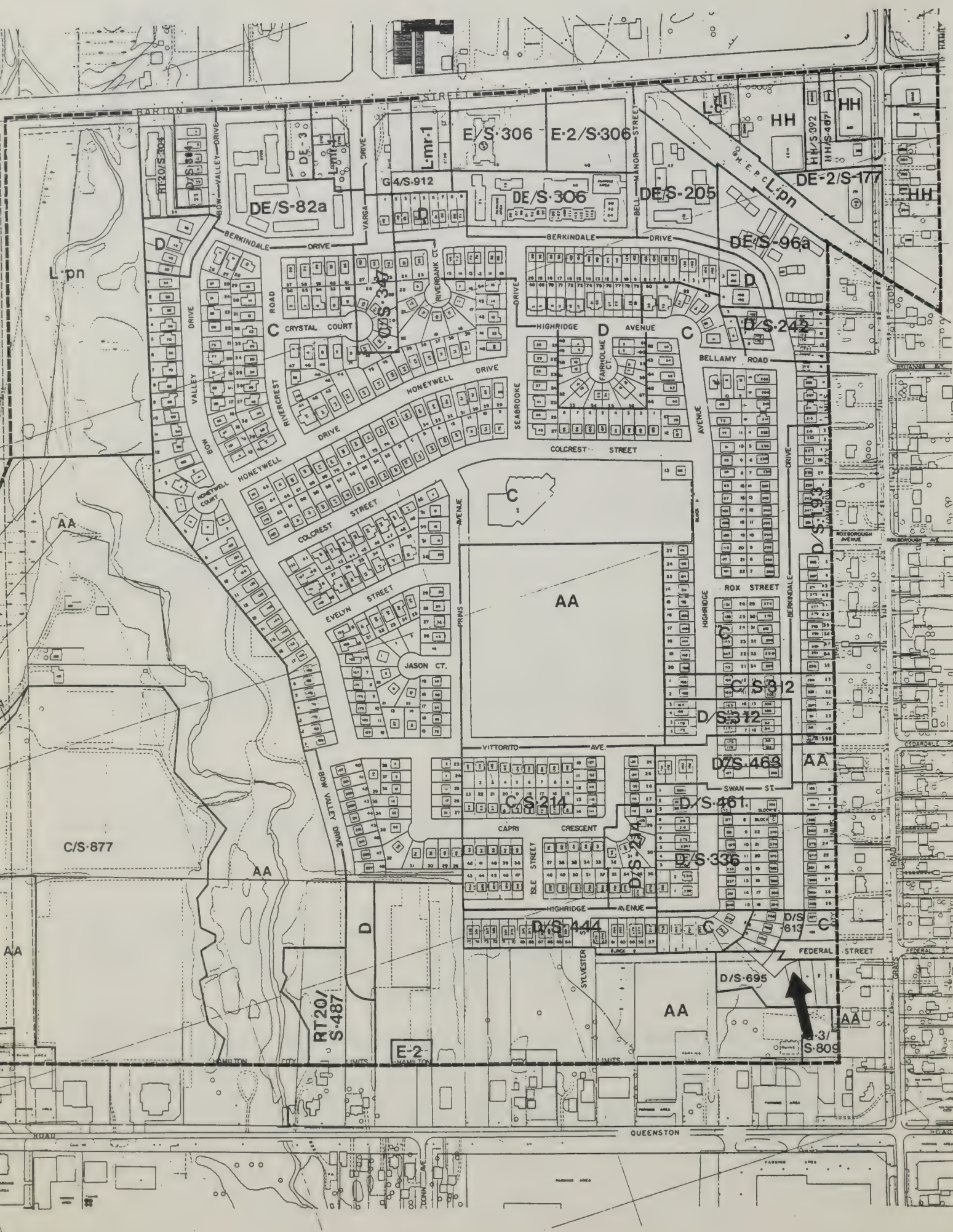
Sufficient funds have been provided in the 1989 Traffic Department Budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Dominic Agostino recently advised of a request by the resident at No. 6 Federal Street that three-way stop control be implemented at the intersection of Berkindale and Federal because of the curve in the roadway at this location.

The intersection of Berkindale and Federal is a three-leg intersection, and presently, there are no intersection control signs. However, on 1989 January 31 the City Council approved a recommendation to install a stop sign to control westbound traffic on Federal at Berkindale. This stop sign will be erected following enactment of the By-law by the Regional Council.

The Traffic Department supports all-direction stop control at local residential street intersections only on the basis of certain criteria or special conditions. Because of the curve in the roadway on Berkindale, the intersection with Federal is an unusual "Y" shaped intersection. This unusual intersection configuration could be confusing to motorists, and therefore, the Traffic Department supports the request for three-way stop control at this intersection.


EAST STREET
BARTON
BOW VALLEY DRIVE
RT20/S-304
D/S-301
DE-3
L-pn
VARGA DRIVE
L-mr-1
E/S-306
E-2/S-306
G4/S-912
DE/S-82a
DE/S-306
BELL MANOR STREET
DE/S-205
L-pn
H.E.P.C.
L-pn
HH
HH/S-392
HH/S-487
DE-2/S-177
HH
DE/S-96a
BERKINDALE DRIVE
BERKINDALE DRIVE
RIVERBANK CT.
CRYSTAL COURT
D/S-347
HIGHRIDGE AVENUE
D/S-242
BELLAMY ROAD
FAIRHOLME CT.
HONEYWELL DRIVE
HONEYWELL DRIVE
HONEYWELL COURT
RIVERCREST ROAD
SEABROOKE DRIVE
COLCREST STREET
COLCREST STREET
EVELYN STREET
JASON CT.
PRINS AVENUE
AA
ROX STREET
HIGHRIDGE AVENUE
BERKINDALE DRIVE
D/S-193
ROXBOROUGH AVENUE
C/S-312
D/S-312
VITTORIO AVE.
D/S-468
SWAN ST
D/S-461
C/S-214
CAPRI CRESCENT
D/S-234
D/S-336
ISLE STREET
HIGHRIDGE AVENUE
D/S-444
D/S-613
FEDERAL STREET
D/S-695
SYLVESTER
C/S-877
BOW VALLEY DRIVE
RT20/S-487
E-2
HAMILTON CITY LIMITS
QUEENSTON ROAD
DOWN AVE
S-809

16.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 1
COMM FILE: TEC-63-89
DEPT FILE: 3-9.5

SUBJECT:

624 Tate Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement between the City and Wallace Frederick Rowe and Verna Agnes Rowe, registered as instrument number 423016 C.D. to the property at 624 Tate Avenue, be discharged at the property owner's expense; and,

b) That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

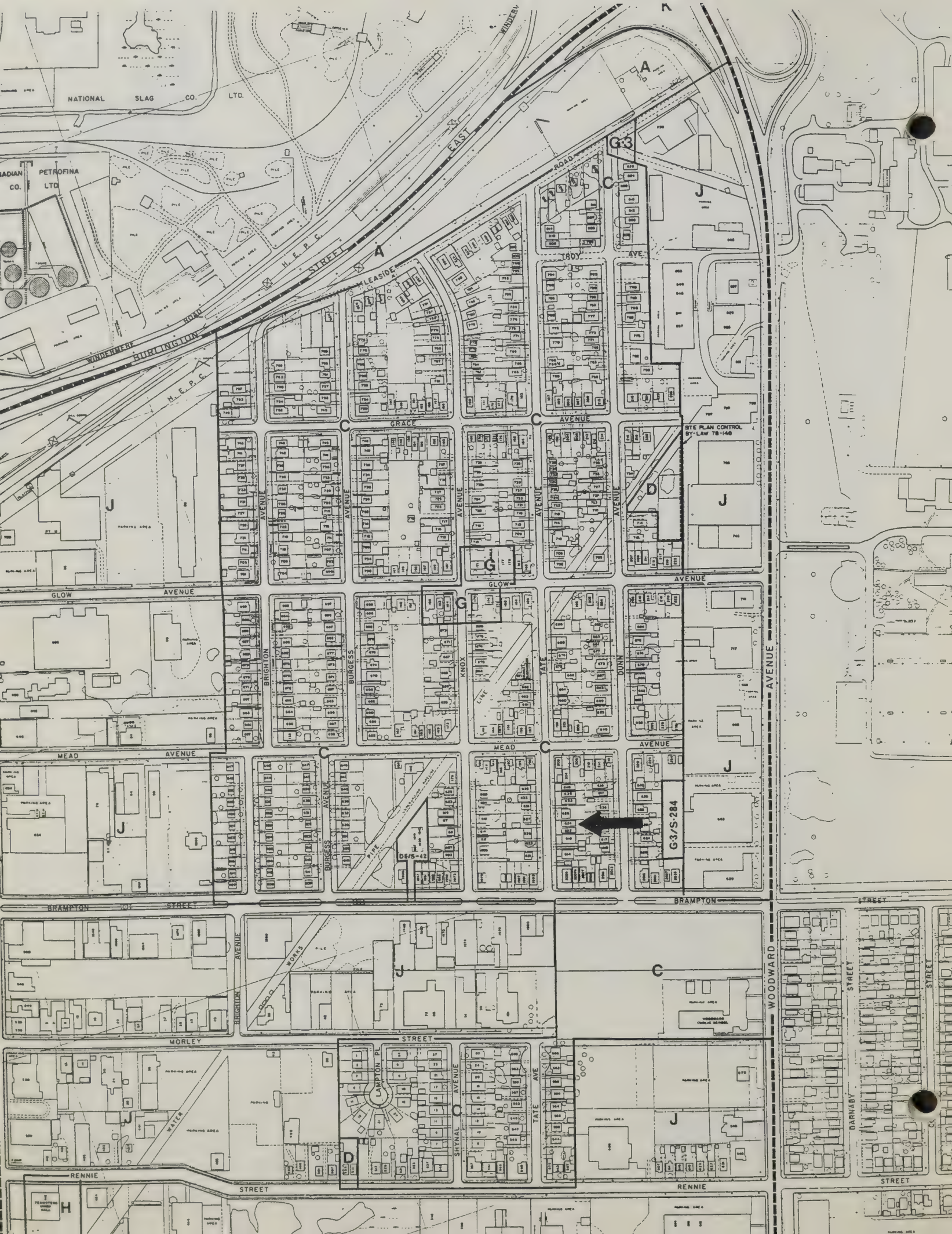
N/A

BACKGROUND:

The Traffic Department has received a letter from Verna Rowe dated 1989 February 20, requesting that the existing residential boulevard agreement registered to the property at 624 Tate Avenue be discharged since the works specified in the agreement were never undertaken and the resident no longer wishes to install a parking space in front of the house. The Traffic Department has confirmed that no work has been completed and therefore, concurs with the request.

cc: Mr. K.A. Rouff,
City Solicitor

cc: Mr. E. Matthews,
City Treasurer
Attn. Mr. R. Hayes


NATIONAL SLAG CO. LTD.
PETROFINA LTD
H.E.P.C.
EAST STREET
WINDERMERE ROAD
BURLINGTON
LEASIDE
TROY AVE.
GRACE AVENUE
GLOW AVENUE
MEAD AVENUE
BRAMPTON STREET
MORLEY STREET
RENNIE STREET
WOODWARD AVENUE
BRIGHTON AVENUE
BURGESS AVENUE
KNOX
TATE AVENUE
DUNN AVENUE
SHYNAL AVENUE
LAMPTON PL
DARNABY STREET
WATER
PIPE
SITE PLAN CONTROL BY-LAW 78-148
G3/S-284
D6/S-42
A
C
D
G
G-3
H
J

17.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main
Director of Traffic Services

DATE: 1989 February 28
COMM FILE: TEC-50-89
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 781 - 785 King Street East - Application for a Time Limit Exemption Permit.

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 16 applicants residing in the building at No. 781 -785 King Street East.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for $2.00 in revenue each month from the sale of each permit to residents of No. 781 - 785 King Street East.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 781 - 785 King Street East, that time limit exemption permits be issued to residents of this building. The apartment building is located on the north side of King between Arthur and Stirton. The resident wishes to park his vehicle in excess of the signed three hour time limit on Arthur Avenue North and Traffic Department records indicate that only 11 permits have been issued to residents of Arthur street which has approximately 45 residential properties in this block.

The subject building has 16 dwelling units and there are no off-street parking spaces provided for tenants. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

The Zoning By-law requires that a minimum of 20 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 20 off-street spaces in accordance with current Zoning By-law

requirements. However, it would be appropriate to issue a maximum of 16 permits (one permit per dwelling unit) to the residents of this building on a first come first served basis. Issuing permits to residents of this building should not create any parking difficulties for other residents since there has not been a great demand for permits by other residents.


MYLER STREET
WESTINGHOUSE AVE
MILTON
FULLERTON AVE
BIRCH
GIBSON
EARL
CASE ST
EAST
BARTON
STREET
H/S-644
BRISTOL
STREET
D/S-514
D/S-515
MINTO
STREET
BIRCH
AVENUE
SHERMAN
BEECHWOOD AVE
HURON
STREET
E/S-174
SANFORD
STRYTON
HARVEY
STREET
ROSEMONT AVE
SOMERSET AVE
HUNTLEY ST
AVENUE
D/S-459
CANNON
STREET
EAST
J/S-326
D/S-459
D/S-634
D/S-459
GIBSON
CHESTNUT
FIFE STREET
ADAMS ST
MADISON
NORTH
GREENAWAY
AVENUE
BACKE
STREET
Lmr-2
D/S 671
WILSON
STREET
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-06
SITE PLAN CONTROL BY-LAW 81-02
J/S-724
J/S-326
ACORN STREET
WENTWORTH ST S
SANFORD
ARTHUR
STRYTON
BOSTWICK AVE
HOLTON AVE
KING
SOUTH
PROCTOR BLVD
DUNSMURE
VINELAND
AVENUE
SHERMAN
EAST
STREET
AVALON PLACE
D/S 497
AIKMAN
H/S-900
D/S 905
FAIRLEIGH
HOLTON
D/S 497
H/S 232
MAIN STREET EAST

FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 13
COMM FILE: TEC-73-89
DEPT FILE: 3-9.1

SUBJECT:

King Street West, west of Bond Street - Roadway Curve Warning.

RECOMMENDATIONS:

- That the existing eastbound and westbound curve warning signs on King Street, west of Bond Street be replaced with larger signs; and,

- That reflectors be placed in the road surface along the centre line of King Street West on the curve immediately west of Bond Street.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been allocated in the 1989 Traffic Department current budget estimates for the cost of supply and erection of the signs and contractual services to install the reflectors.

BACKGROUND:

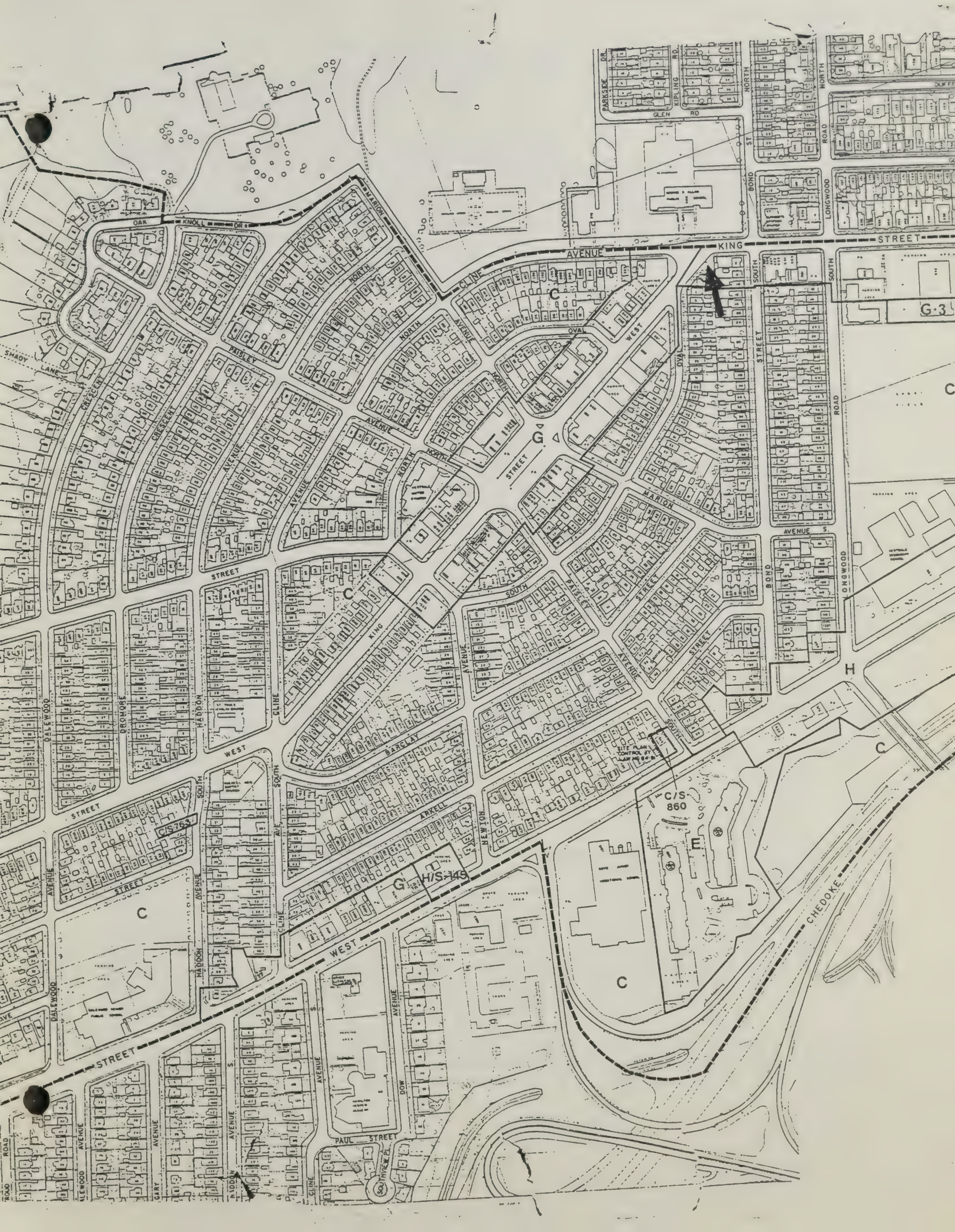
Alderman Terry Cooke requested that an investigation be made into the possibility of cutting grooves in the road surface at the bend in King Street, immediately west of Bond Street. The City of Guelph was cited as a possible example. The suggestion was that the grooves would create a noise which would remind motorists to slow down.

City of Guelph staff indicated that, within Guelph, only one location has grooves in the roadway. This is on a sharp curve at the bottom of a very steep hill, and the grooves are used to drain water from the road surface rather than for any type of motorist warning.

Staff of the City of Guelph did indicate that on county roads near Guelph, "rumble strips" are used in advance of some stop signs. Traffic Department staff are aware of this application in other locations in southern Ontario.

The use of "rumble strips" on King Street West is not recommended. In an urban area, the noise created by vehicles driving over the pavement ripples will disturb nearby residents. There is no evidence that a motorist would associate the rumbling noise with the requirement to slow down, particularly since there are very few other examples of this type of device in the vicinity of Hamilton and those locations are generally associated with stop signs. Proper installation of rumble strips would require removal of asphalt and replacement with concrete pads, as saw cutting the existing asphalt surface would not have sufficient durability. This reconstruction is not recommended for a relatively unproven traffic control device.

Investigations as a result of Alderman Cooke's request found that only one collision occurred at King and Bond between 1981 and 1987 which could possibly be associated with an eastbound vehicle travelling too quickly around the curve to be seen by a northbound motorist. However, eight motor vehicle collisions have occurred due to drivers losing control on the curve in the same period. Six of the eight collisions occurred in darkness. Four collisions occurred on wet roads. Therefore, it is recommended that two measures be implemented to identify to drivers the nature of the curve in the road. The existing curve warning signs are of standard size. Given that the safe speed for travelling the curve on a wet road is 20 km/h, an unusually low speed for a portion of arterial roadway, it is recommended that the curve warning signs be upgraded to oversize signs. Second, it is proposed to reinforce to the driver the sharpness of the curve by installing reflectors along the centre line of the roadway. The driver will then be able to see more clearly the required change in direction. While reflectors have not been used for this purpose previously in Hamilton, they are in common use in other jurisdictions, and this would appear to be an excellent opportunity to investigate the usefulness of this traffic control device.


OAK KNOLL DR
MARION
CLINE
AVENUE
KING
STREET
G-3
C
OVAL
WEST
NORTH
AVENUE
SHADY LANE
CRESCENT
PAISLEY
STREET
G
SOUTH
PAISLEY
MARION
AVENUE S.
BOND
LONGWOOD
ROAD
H
DALEWOOD
DROMORE
HADDON
CLINE
WEST
STREET
C/S 763
SOUTH
AVE
BARCLAY
ANKELL
NEWTON
SITE PLAN CONTROL BY LAW 90-60
C/S 860
E
H/S-145
CHEDOKE
PAUL STREET
DOW
AVENUE
GARY
ROAD

19.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P.Eng.
Director of Traffic Services

DATE: 1989 March 14
COMM FILE:
DEPT FILE: TEC-81-89

SUBJECT: Roads and Transportation Association of Canada Symposium in Hamilton - April 12 -- 13, 1989- respecting "The Political Response to Road Infrastructure Needs".

RECOMMENDATION:

That the Chairman of the Transport and Environment Committee or his nominee be authorized to attend the Roads and Transportation Association of Canada Symposium on "The Political Response to Road Infrastructure Needs" which will be held on 1989 April 12 and 13 at the Sheraton Hotel and the Hamilton Convention Centre.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The registration fee for this symposium is $235.00.

BACKGROUND:

Attached for the Committee's information is a copy of a brochure, agenda and registration form for "The Political Response to Road Infrastructure Needs" Symposium which will be held in Hamilton on 1989 April 12 and 13.

As can be seen the Agenda includes such topics as recent road infrastructure developments, road improvement priorities and the user pay concept, infrastructure spending levels and their impacts on the economy, saving our roads and fighting congestion - a municipal focus, and an update on road system needs and initiatives - a provincial focus.

Because of the high level of municipal content in this symposium, it is recommended that the Chairman of The Transport and Environment Committee or his nominee be authorized to attend. The deadline for registration is 1989 March 22.

Attach.

RTAC·ARTC

FILE				
REC'D MAR 1 0 1989				
To	Initials	Info.	Act	R
M.F.M.				
H.L.S.				
R.W.K.				
M.B.H.				
R.W.h				
W.L.D.				
[illegible]				
M.A.S.				
E.R.S.				

March 3, 1989

Mr. Murray F. Main
Director of Traffic Services
City of Hamilton
Traffic Department
71 Main Street West
Hamilton, ON L8N 3T4

Dear ~~Mr. Main~~ Murray:

Following up on an ever-growing concern, RTAC is organizing a major symposium that will focus on the state of the road system and its overall requirements.

Called The Political Response to Road Infrastructure Needs, the symposium, which is scheduled for April 12-13 in Hamilton, Ontario, will bring together about 200 senior representatives from the three levels of government, industry and academia for an insightful review and discussion of road condition and funding issues.

On behalf of Ontario Deputy Transportation Minister David Hobbs, who is acting as the symposium's Chairman, I am very pleased to invite you and other senior managers and elected officials from your municipality to take part in this important event.

The RTAC symposium is not just an opportunity to hear key decision-makers give an update and outlooks report on road infrastructure. As you will note in the enclosed literature, it will also allow you to debate specific questions with other participants as well as propose courses of action to deal with related problems. The end result will be a better understanding of the issues by all delegates, the development of areas of consensus and the adoption of recommendations of value to the transportation community.

In order to maintain a balanced level of representation, only a limited number of participants from given sectors and provinces can register for the event. (As this regional symposium [Eastern Canada] is of national significance, provision has been made to accommodate some registrants from other parts of the country.) We would, therefore, ask you to return the registration and reservation form without delay and, if at all possible, no later than Wednesday, March 22.

If you have any questions about the symposium, please do not hesitate to contact me or Gilbert Morier at the RTAC Secretariat. We look forward to seeing you or your delegate in Hamilton.

Yours truly,

Norman Brown
Executive Director

Enclosures

Roads and Transportation Association of Canada
1765 St. Laurent Blvd., Ottawa, Canada K1G 3V4
Tel. (613) 521-4052
FAX (613) 521-6542

Association des routes et transports du Canada
1765, boul. St-Laurent, Ottawa, Canada K1G 3V4
Tél. (613) 521-4052
Télécopieur (613) 521-6542

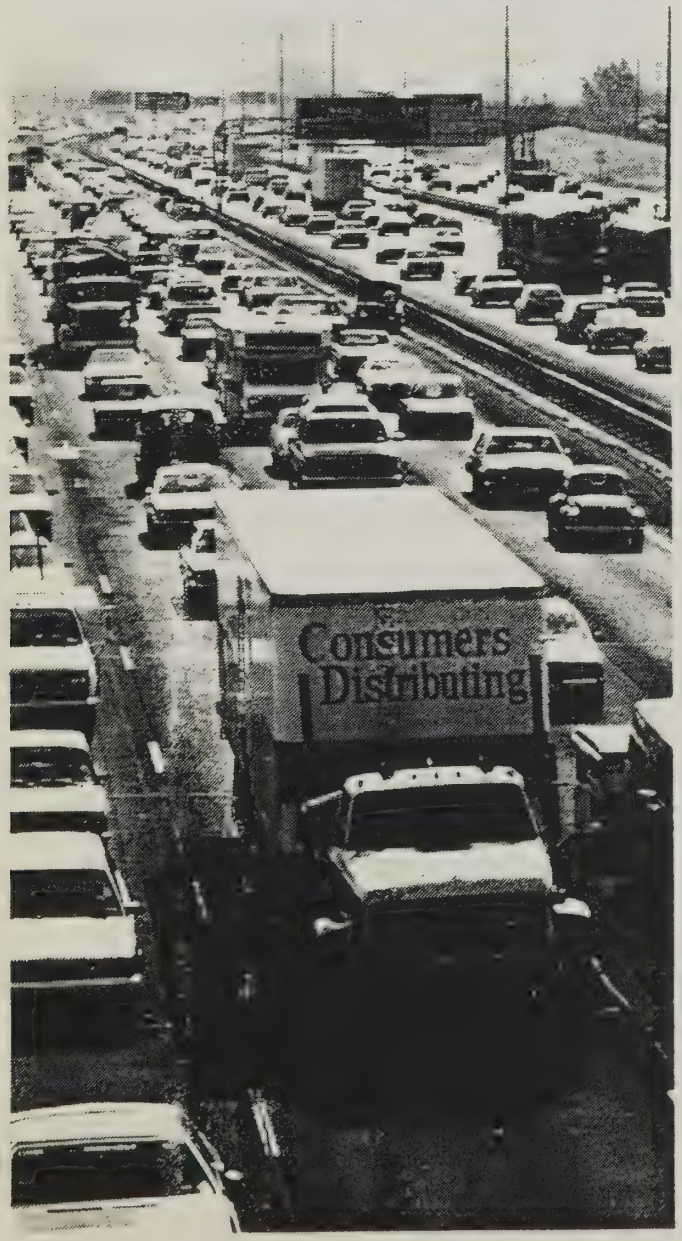
The Political Response to Road Infrastructure Needs

RTAC·ARTC

A symposium organized by the
Roads and Transportation Association of Canada

Sheraton Hotel and Hamilton Convention Centre
Hamilton, Ontario
April 12-13, 1989

A unique opportunity for senior representatives from government, industry and academia to discuss road system conditions and funding



A question of dollars and cents . . . and more

The body politic is beginning to respond to what road officials have dreaded for years and to what has become a source of increasing complaints from the public at large. The object of their concern is a deteriorating and congested road system.

While no loud public outcry has yet been heard, nor has the nation's road infrastructure failed us on a massive scale. However, experts are issuing more frequent warnings about the dangers that lie ahead if sustained road action plans are not implemented. Technical and other developments will help alleviate the looming infrastructure crisis, but solving Canada's road transportation problem requires, above all, dollars and cents.

When will this much needed funding be provided? Where will it come from? How will the funds be spent? What will the impacts be? What else can be done? These are some of the complex questions which will be tackled at RTAC's upcoming Hamilton symposium.

A regional symposium of national importance

The Political Response to Road Infrastructure Needs is the third in a long-term series of regional symposia organized for RTAC's various membership constituencies. As with the two previous meetings, the April 12-13 symposium will, it is hoped, make a significant contribution to

the resolution of problems affecting the roads and transportation sector.

Although intended for Eastern Canada, this results-oriented think tank will deal with issues of concern to the entire nation. Accordingly, a small number of participants from other parts of the country will attend. In all, about 200 elected and appointed government officials, senior industry managers and other key transport sector representatives are expected to actively take part in the symposium.

Aside from enhancing dialogue and developing consensus among the targeted groups, RTAC's forum is designed to monitor the overall evolution of road condition and funding issues, gauge changes of opinion on potential solutions to these problems, and provide an update on government intentions and priorities.

Federal transport minister's address is one of several program highlights

Road owners, builders, suppliers and users as well as representatives from related sectors and academic circles will all have an opportunity to debate facets of infrastructure conditions and funding that are of specific interest to them.

The enclosed program reflects this attempt to offer as broad a spectrum of views as possible on questions ranging from road improvement priorities and the user pay concept to managing growth in urban areas and infrastructure spending impacts on the economy.

Featured speakers include Hon. Benoît Bouchard, Minister of Transport for Canada, and several of his provincial colleagues.

Ensuring your views are heard

The one-and-a-half-day symposium is structured to allow participants to first hear the views of transportation sector leaders and thinkers. Their presentations should help set the stage for the intensive debate that will follow during the closed-door workshops.

Chairmen and animators have been selected to ensure that the workshops lead to stimulating and thorough discussions. As well, efforts will be made to achieve consensus on important questions whenever possible.

Reports summarizing opinions expressed and points of agreement will be submitted at the closing plenary session, when further debate will be encouraged before recommendations are considered by participants. These will be forwarded to RTAC's Board of Directors for possible further action.

Registration and airline/hotel reservations

Senior managers wishing to take part in the symposium are strongly urged to **preregister by Wednesday, March 22** (see enclosed form), as only a limited number of participants will be accepted from given sectors and provinces in order to maintain balanced representation. RTAC will also be assigning predetermined numbers of delegates to workshops based on their preferred topic selection (as indicated on the registration form).

The registration fee of $235 covers two receptions, a luncheon, coffee breaks and all symposium materials.

It should be noted that simultaneous translation will be provided at the plenary sessions.

RTAC will make reservations at the symposium hotel on behalf of participants (see instructions on enclosed form). However, **after March 22, the hotel can no longer guarantee the reduced room rates or the availability of accommodations.**

As for air travel, the symposium has been registered with Air Canada. This entitles delegates to at least 15% off regular economy fares. The reductions, which entail certain conditions, are available only by calling the following toll-free number: 1-800-361-7585.

From Toronto's Pearson International Airport, delegates may take a Trentway Wagar bus to Hamilton at a one-way cost of $15.50 or use a limousine service if they are travelling with others.

Additional information on the Sheraton Hotel and Hamilton Convention Centre will be provided to registrants prior to the symposium.

Roads and Transportation Association of Canada
1765 St. Laurent Blvd.
Ottawa K1G 3V4
Tel. (613) 521-4052
FAX (613) 521-6542

The Political Response to Road Infrastructure Needs

A symposium organized by the Roads and Transportation Association of Canada
Sheraton Hotel and Hamilton Convention Centre
Hamilton, Ontario
April 12-13, 1989

ADVANCE PROGRAM

Notes: This program is subject to change.
Simultaneous translation will be provided at the plenary sessions.

TUESDAY, APRIL 11

REGISTRATION, 16:00-19:00
Sheraton Hotel

RECEPTION, 18:00-19:30
Sheraton Hotel

WEDNESDAY, APRIL 12

REGISTRATION, 08:00
Convention Centre

OPENING PLENARY SESSION, 09:00-09:30
Convention Centre

Chairman: *David Hobbs*, Deputy Minister of Transportation of Ontario and Vice-president of RTAC; Symposium General Chairman

Recent Road Infrastructure Developments: Coming to Grips with the Issues

Keynote Speaker: *David Hobbs*

PLENARY SESSION: ROAD IMPROVEMENT PRIORITIES AND THE USER PAY CONCEPT, 09:30-10:30

Chairman: Hon. *Robert Morrissey*, Minister of Transportation and Public Works of Prince Edward Island

Speakers: *Dennis Vincent*, Director, Regulatory Affairs, Trimac Transportation Ltd., Calgary, and President, Canadian Trucking Association

Michael McNeil, Acting Executive Vice-president, Canadian Automobile Association, Ottawa

Brian Crow, President, Ontario Motor Coach Association, Toronto (representative of the Canadian Bus Association)

Robert G. Hardie, Executive Director, Private Motor Truck Council of Canada, Toronto

William R. Johnston, General Traffic Manager, Dofasco Inc., Hamilton (Chairman, Transportation Committee, Canadian Chamber of Commerce)

...2

PLENARY SESSION: INFRASTRUCTURE SPENDING LEVELS AND THEIR IMPACTS ON THE ECONOMY, 10:40-11:30

Chairman: *Frank Wilson*, Dean of Engineering, University of New Brunswick, Fredericton

Speakers: *David Aschauer*, Senior Economist, Federal Reserve Bank of Chicago

Donald W. Whitmore, President, Vector Enterprises Ltd., Winnipeg; Chairman, TRIP/Canada

PLENARY SESSION: SAVING OUR ROADS AND FIGHTING CONGESTION – A MUNICIPAL FOCUS, 11:30-12:15

Chairman: *Harold F. Gilbert*, Chairman, Better Roads Coalition, Ontario

Speakers: Representative of the City of Montreal

Representative of the Metro Toronto area

LUNCH, 12:30-13:30

Remarks: *R.J. Whynott*, Chairman, Regional Municipality of Hamilton-Wentworth

PLENARY SESSION: AN UPDATE ON ROAD SYSTEM NEEDS AND INITIATIVES – A PROVINCIAL FOCUS, 13:45-14:30

Chairman: Hon. *Norman E. Doyle*, Minister of Transportation of Newfoundland

Speakers: Hon. *Sheldon A. Lee*, Minister of Transportation of New Brunswick

Hon. *Marc-Yvan Côté*, Minister of Transport of Quebec (invited)

Hon. *Ed Fulton*, Minister of Transportation of Ontario

SPECIAL ADDRESS BY THE FEDERAL MINISTER OF TRANSPORT, 14:30-15:10

Introduction: *J.A. Lyons*, North American Director of Marketing, General Chemical Canada Limited, Mississauga, Ontario; Chairman, RTAC Member Services Council

Speaker: Hon. *Benoît Bouchard*, Minister of Transport for Canada

CONCURRENT WORKSHOPS, 15:20-17:15

Chairmen: *A.J. Goss*, Deputy Minister of Transportation of Newfoundland

Lou Centa, Deputy Minister of Transportation and Communications of Nova Scotia

Lorne R. Moase, Deputy Minister of Transportation and Public Works of Prince Edward Island

D.L. Seheult, Deputy Minister of Transportation of New Brunswick

Pierre Michaud, Deputy Minister of Transport of Quebec

David Hobbs, Deputy Minister of Transportation of Ontario

Animators and rapporteurs: *senior representatives from industry, municipal government and academia*

. . . 3

Each workshop will discuss one of the following topics (see preregistration form):

- ***Setting road system improvement priorities***
- ***Funding options***
- ***The public's perception***
- ***Managing growth in urban areas***
- ***Changing times – roads: a national responsibility?***

RECEPTION, 18:15-19:45

THURSDAY, APRIL 13

CONCURRENT WORKSHOPS, 08:45-09:45

Participants resume workshop assignments for wrap-up of previous day's discussions and possible development of recommendations.

CLOSING PLENARY SESSION, 10:00-11:30

Chairman: David Hobbs, Deputy Minister of Transportation of Ontario and Vice-president of RTAC; Symposium General Chairman

Chairman's Remarks

Reports from Concurrent Workshops

Discussion and Recommendations

Summary and Conclusions

Roads and Transportation Association of Canada

The Political Response to Road Infrastructure Needs
Symposium
Sheraton Hotel and Hamilton Convention Centre
Hamilton, Ontario
April 12-13, 1989

PREREGISTRATION AND HOTEL RESERVATION FORM

Please print or type.

PARTICIPANT

_____
Name — Name to appear on badge (no initials please)

_____
Title — Organization

_____
Business Address — Postal Code

_____
Telephone — Fax

_____
Signature — Date

WORKSHOP ASSIGNMENT

Participant will be assigned to **one workshop only**. Indicate selected topics **in order of preference** – 1 (first choice)... 5 (last choice):

_____ Setting road system improvement priorities; _____ Funding options; _____ The public's perception; _____ Managing growth in urban areas; _____ Changing times – roads: a national responsibility?

REGISTRATION FEE

Fee – $235 ☐ Cheque or money order payable to RTAC enclosed ☐ Please invoice (**RTAC members only**).
No refunds will be issued after April 4, 1989.

HOTEL RESERVATION

Room rates per night: single occupancy – $80; double occupancy – $95 (+5% sales tax)
(Information on suites available upon request)

Please reserve ☐ single ☐ double room at Sheraton Hamilton Hotel for nights of April _____ to _____ inclusive.

Arrival date and time: _____ at _____ a.m./p.m.

RESERVATION PROCEDURES

Participant will receive hotel reservation confirmation from RTAC.

Deposit covering room charge for first night required if arrival time is later than 6:00 p.m. Deposit payable by cheque/money order made out to Sheraton Hamilton Hotel or by credit card.

American Express/Visa/Master Card no._____; expiry date_____;
(specify)

signature _____.

RTAC secretariat must be advised of any changes affecting hotel reservation by telephone or fax at least 48 hours before arrival time indicated.

Please photocopy form for your records and **return original by March 22, 1989** to Roads and Transportation Association of Canada, 1765 St. Laurent Blvd., Ottawa K1G 3V4; tel. (613) 521-4052; fax (613) 521-6542.

20.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Lou Sage
Chief Administrative Officer

DATE: 1989 March 10
COMM FILE:
DEPT FILE: 831.0001.3

SUBJECT: **Task Force to Review the Mandate and Structure of the Hamilton Harbour Commissioners**

RECOMMENDATION:

(a) *That environmental impact be a part of the planning process of any new project or development in the Harbour.*

(b) *That all works undertaken by the Harbour Commissioners meet the requirements of, and be subject to, the Provincial Ministry of the Environment and Environment Canada standards.*

(c) *That once a determination has been made on the question of sediments on the harbour floor, a decision be made as to who is responsible for any action and who pays.*

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

In accordance with City Council's directions the above recommendations of the Task Force are herewith forwarded to the Transportation and Environment Committee for their review and consideration.

Attached are copies of the extracts of the three recommendations and background information contained in the Task Force Report.

Copies of the full report have been distributed to all members of City Council. Additional copies of this report can be obtained from Mrs. Susan Reeder, Task Force Secretary.

Encl.

cc Alderman B. Hinkley

RECOMMENDATION

1.1 ENVIRONMENTAL IMPACT

THAT ENVIRONMENTAL IMPACT BE A PART OF THE PLANNING PROCESS OF ANY NEW PROJECT OR DEVELOPMENT IN THE HARBOUR.

BACKGROUND: *The Environment is a major issue which everyone involved with the harbour should be concerned with. Any impact on the Environment of the harbour should be a significant concern in all works affecting the harbour.*

RECOMMENDATION

1.2 ENVIRONMENTAL REQUIREMENTS

THAT ALL WORKS UNDERTAKEN BY THE HARBOUR COMMISSIONERS MEET THE REQUIREMENTS OF, AND BE SUBJECT TO, THE PROVINCIAL MINISTRY OF THE ENVIRONMENT AND ENVIRONMENT CANADA STANDARDS.

BACKGROUND: *There is considerable question regarding the port development projects of the Harbour Commissioners. It is recommended that compliance with all environmental regulations (i.e. Ontario Environmental Assessment Act) is required to protect the integrity of the harbour's environment.*

RECOMMENDATION

1.3 RESPONSIBILITY OF HARBOUR SEDIMENT

THAT ONCE A DETERMINATION HAS BEEN MADE ON THE QUESTION OF SEDIMENTS ON THE HARBOUR FLOOR, A DECISION BE MADE AS TO WHO IS RESPONSIBLE FOR ANY ACTION AND WHO PAYS.

BACKGROUND: *The question of sediments on the harbour floor needs to await a technical verdict as to what needs to be done, if anything. We do not yet have technical consensus. Hopefully, that determination can be made as part of the Remedial Action Plan (RAP) process.*

21(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. K. A. Rouff
City Solicitor

DATE: 1989 March 7
COMM FILE:
DEPT FILE: 110-1.190

SUBJECT: By-law respecting construction of local improvements of a concrete sidewalk on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue, as described in Schedule "A" thereto -
Estimated Gross Cost -$55,000.00

RECOMMENDATION:

That City Council enact the attached By-law on March 28, 1989 in accordance with the authorization contained in Item 3 of the 1st Report of the Co-Ordinating Committee for 1989, adopted by City Council on December 13, 1988.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on December 13, 1988, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Monday, February 13, 1989, the Ontario Municipal Board's Order No. E890087 was granted.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department Attn: Mr. R. Meiers
c.c. Mr. E. A. Simpson, City Clerk
c.c. Mr. E. C. Matthews, City Treasurer Attn: Mr. Grant Keith
:sr
Att.

21(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor
City Solicitor's Office

DATE: 1989 February 20
COMM FILE:
DEPT. FILE: 65-3/89.2

SUBJECT:

By-law to close and retain Old Nash Road between Brampton Street and Nash Road, being Part 2 on Plan 62R-9679

RECOMMENDATION:

That City Council enact the attached by-law on March 28, 1989 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 32, adopted by City Council on January 31, 1989. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, March 20, 1989 at 2:00 p.m.).**

"K. A. Rouff" per: P. Koehler

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on January 31, 1989, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice printed in The Spectator on Saturday, February 25, March 4, 11 and 18, 1989.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

21(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Lian Lawrence
City Solicitor's Office

DATE: 1989 March 15
COMM FILE:
DEPT FILE: 65-2/89.1

SUBJECT: By-law to reconstruct portions of Caroline Street, East 16th Street, and Newlands Avenue, as set out in Schedule "A" hereto
- 1989 Reconstruction/Resurfacing Programme

RECOMMENDATION:

That City Council enact the attached By-law on March 28, 1989 in accordance with the authorization contained in Item 2 of the 3rd Report of the Co-ordinating Committee, adopted by City Council on January 31, 1989.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on January 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

The Public Notice was printed in The Hamilton Spectator on Saturday, February 11, 18, 25 and March 4, 1989 at the request of the Regional Transportation Services Department.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Meiers

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att.

22.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 20 February 1989
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(255)
ID#0043D (38)

SUBJECT:

Proposed alley closure for the North/South alley south of Dunsmure Road between Melrose Avenue South and Prospect Avenue South.

RECOMMENDATION

That the Committee review the request of the applicants, Mr. and Mrs. N. Lattanzi of 111 Melrose Avenue South, whose property abuts the alley, to stop up and close the North/South alley between Melrose Avenue South and Prospect Avenue South from Dunsmure Road to the East/West alley, and if the request is acceptable to your Committee, recommend the same, subject to the following:

a) That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1989, for an order to stop up and close the North/South alley South of Dunsmure Road between Melrose Avenue South and Prospect Avenue South;

b) That the City Solicitor be authorized and directed to prepare and register the necessary deed in favour of the abutting owners under Section 57 of The Surveys Act, R.S.O. 1980;

c) That the Commissioner of Engineering be authorized to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

d) That documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

Con't

e) That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

f) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act;

g) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners; and,

h) That the abutting owners provide a 1m easement to Bell Canada with respect to their underground and/or aerial plant.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

ORIGIN

A request has been received from Mr. and Mrs. N. Lattanzi, an abutting owner, to close the above-mentioned alley, as shown on the attached drawing.

BACKGROUND

The present alley system in the block surrounded by Main Street East, Melrose Avenue South, Dunsmure Road and Prospect Avenue South is unassumed and parts have been illegally fenced off by abutting owners.

Con't....

ANALYSIS

This Department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property residents/owners. The results are as follows:

(a) No objections were received from any municipal or public utility; however, Bell Canada would require an easement for their existing plant.

(b) Abutting owners: 13 in favour, 5 objections and 54 no opinion.

Notice of this meeting has been circulated to the abutting property residents/owners by the Secretary of your Committee in accordance with the Committee's previous directions.

The status of the alley is public unassumed, and as such, it would have to be closed by Judge's Order.

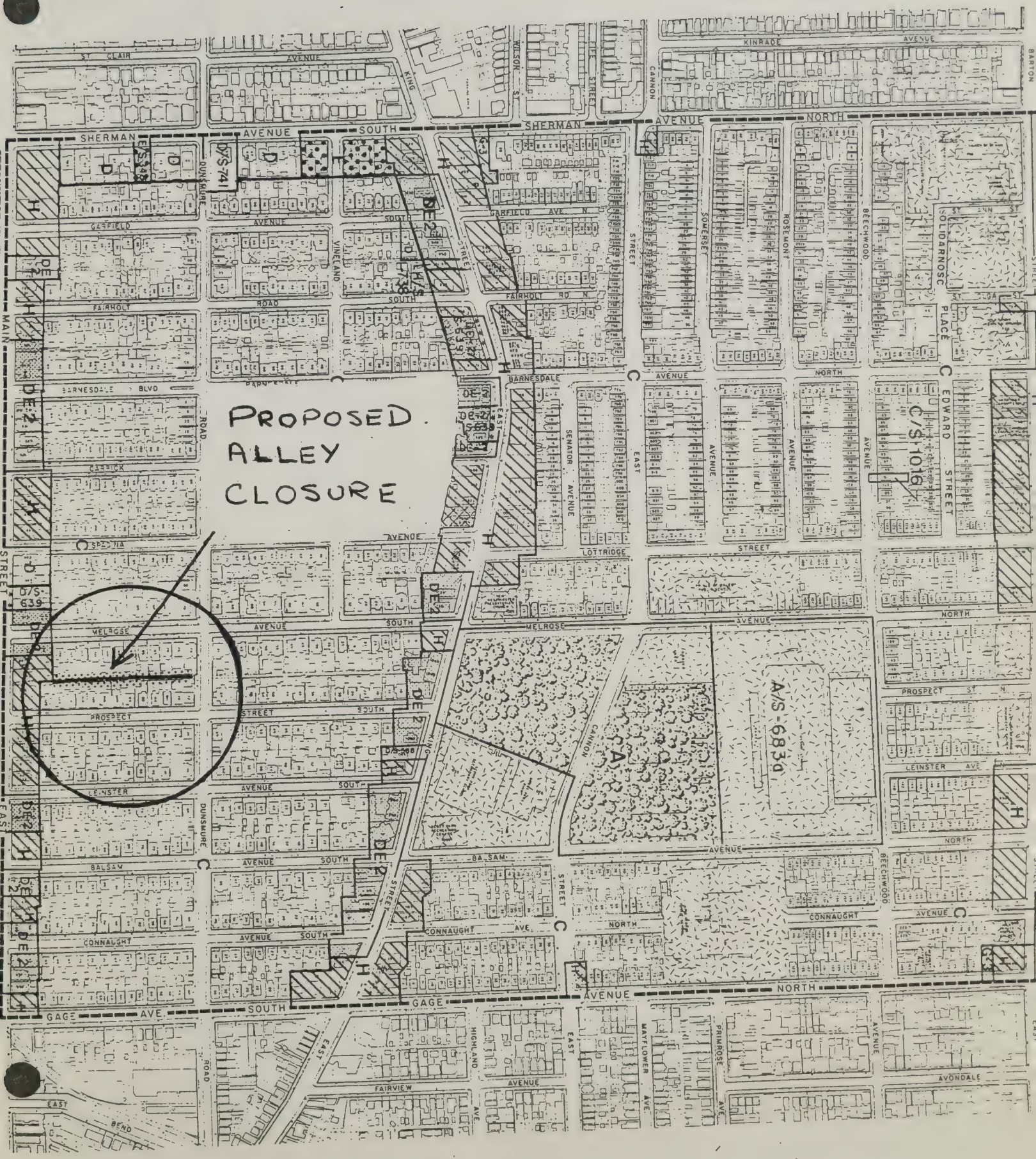
For your information, the solicitor on behalf of the applicant is required to confirm that the affected owners have no objections to the closure. The granting of the Order is, of course, at the discretion of the Judge.

The present policy is not to make an application to the District Court Judge where there is an objection, since the City could be liable for the court costs of any objecting party, should the Judge decide against granting the Order.

However, in this instance, the alley has been physically closed for a number of years, and the applicant would like to legalize this closure. Therefore, we recommend that this closure request be approved.

JKC:lp
Encl.

c.c. L. Farr, City Solicitor's Department
Alderman B. Hinkley
Alderman D. Drury
D. Vyce, Director, Property Department
Att: M. Watson, Manager, Real Estate Division


PROPOSED
ALLEY
CLOSURE
SHERMAN AVENUE SOUTH
SHERMAN AVENUE NORTH
GAGE AVE. SOUTH
GAGE AVENUE NORTH
MAIN STREET EAST
D/S-741
C/S-1016
A/S-6839
D/S-639
MELROSE
PROSPECT
LEINSTER
BALSAM
CONNAUGHT
BARNESDALE BLVD
FAIRHOLT ROAD
GARFIELD
KINRADE AVENUE
EDWARD STREET
BEECHWOOD
SOMERSET
ROSEMONT
SOLIDARNOSC PLACE
LOTTRIDGE
SENATOR AVENUE
CANNON
DUNSMURE
VINELAND
WILSON
FIFE STREET
BARTON
HIGHLAND
FAIRVIEW
MAYFLOWER
PRIMROSE
AVONDALE
EAST BEND ROAD

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 March 29

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 April 03
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

AGENDA:

REFERRAL FROM COUNCIL

1. CIBC Building - Phase 2 - Use of Macnab Street

COMMISSIONER OF ENGINEERING

2. Reconstruction of Sidewalks - Concession Street between East 25th Street and Upper Sherman Avenue

3. Plan of Subdivision for "Oakdale Estates - Phase 4", located east of Upper Wellington Street and North of Rymal Road in the Barnstown Neighbourhood, Hamilton

4. Stelco Inc. - Request for Ammendment to Certificates of Approval for Waste Disposal Sites

5. **Banner Display Applications**

   (a) Lung Association, Hamilton-Wentworth Region - Monday, November 12, 1990 to Monday, November 19, 1990

   (b) Lung Association, Hamilton-Wentworth Region - Monday, December 11, 1989 to Monday, December 18, 1989

DIRECTOR OF TRAFFIC

6. East side of High Street, in front of Sherwood Secondary School - Request for a Wheelchair Loading Zone

7. North Side of Jackson Street East, East and West of Spring Street - Corner Clearances

8. 10 Murray Street East - Request for an additional permit parking space

9. **Parking Regulations**

   (a) Rendell Boulevard between Queensdale Avenue East and Everton Place

   (b) Devonport Street between Tom Street and York Boulevard

   (c) North Side of Britannia Avenue between Harmony Avenue and Cameron Avenue North

10. Breadalane Street, King Street to Hunt Street - One Way Operation

PURCHASING

11. Contract for Delivery of Potable Water

BILL

12. By-law to incorporate Part 1, Plan 62R-9675 into Brigade Drive

DELEGATION

13. East 36th Street between Concession Street and the north end

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company	Jan. 23/89	Mr. Main	Report to follow
2.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
3.	Parking Regulations - Cochrane Road	Dec. 5/88	Alderman Agostino	Awaiting further notice from Ald. Agostino
4.	Storm Water Drainage	Feb. 6/89	Mr. Spencer	Awaiting return resident

1.

Corporation of the City of Ha

Memorandum

****

TO: Members of the Transport and Environment Committee

FROM: Robert C. Prowse, Secretary
Transport and Environment Committee

OUR FILE: 3-11.2
PHONE: 526-2747

SUBJECT: CIBC BUILDING - PHASE 2 - USE OF MACNAB STREET

DATE: 1989 March 29

The subjoined resolution regarding the above, was referred to the Transport and Environment Committee by City Council at its meeting held Tuesday, 1989 March 28.

The resolution is in its amended form and attached to the resolution is a copy of the original report that went to the Transport and Environment Committee at its meeting held Monday, 1989 March 20.

RCP:lp

Attach.

cc: Ms. L. Lawrence, City Solicitors Department
Mr. D. W. Vyce, Director, Property Department

4. (a) That the City Solicitor be directed to prepare a By-law for the stopping up and leasing of a portion of the east side of MacNab Street South of King Street West;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant

(d) That the Commissioner of Engineering be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and

(e) That the City Solicitor be directed to prepare the necessary lease agreement between the City and Dominion Realty Limited to include the following terms:

i. the term of the lease to be 20 years.

ii. the annual fee to be set at $6 per square foot (being 10% of 50% of market value at $120 per sq.ft.) of area to be used for two levels of parking (approximately 1650 square feet), and no annual fee for the area to be used for loading and access to the truck tunnel (approximately 3310 square feet), plus taxes if applicable;

iii. the owner to indemnify and save the City harmless from all actions arising from the granting of the lease;

iv. the owner to provide public liability insurance to the satisfaction of the City Clerk naming the City as an additional insured party;

v. the owner to maintain the ground level of the leased area open to the general public and in a condition to the satisfaction of the Commissioner of Engineering.

(f) That the City Solicitor be directed to prepare and submit an application to the Ontario Municipal Board for the approval of the lease in as much as the term extends beyond the term of Council.

(g) That the Mayor and City Clerk be authorized to execute the lease in a form satisfactory to the City Solicitor.

(h) That the applicant make satisfactory arrangements with Bell Canada, Hamilton Hydro and the Region for the relocation of underground utilities.

(i) That the Director of Property be directed to negotiate the appropriate amendments to the Truck Tunnel Agreement at no additional expense to the City, and the Mayor and City Clerk be authorized to execute the amending agreement in a form satisfactory to the City Solicitor.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 17, 1989
COMM FILE:
DEPT FILE: T103-50(704
ID#0243D(39)

SUBJECT:

CIBC Building - Phase 2
Use of MacNab Street

RECOMMENDATIONS

(a) That the City Solicitor be directed to prepare a By-law for the stopping up and leasing of a portion of the east side of MacNab Street south of King Street West;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the stopped up street is to be leased, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

(d) That the Commissioner of Engineering be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed stopping up pursuant to Section 48 of The Regional Act; and,

(e) That the City Solicitor be directed to prepare the necessary lease agreement between the City and Dominion Realty Limited to include the following terms:

i) the term of the lease to be 20 years.

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

at $200/sq ft)

ii) the annual fee to be set at $10.00 per square foot (being 10% of 50% of market value) of area to be used for two levels of parking (approximately 1650 square feet), and no annual fee for the area to be used for loading and access to the truck tunnel (approximately 3310 square feet), plus taxes if applicable;

iii the owner to indemnify and save the City harmless from all actions arising from the granting of the lease;

iv the owner to provide public liability insurance to the satisfaction of the City Clerk naming the City as an additional insured party;

v the owner to maintain the ground level of the leased area open to the general public and in a condition to the satisfaction of the Commissioner of Engineering.

f) That the City Solicitor be directed to prepare and submit an application to the Ontario Municipal Board for the approval of the lease in as much as the term extends beyond the term of Council.

(g) That the Mayor and City Clerk be authorized to execute the lease in a form satisfactory to the City Solicitor.

(h) That the applicant make satisfactory arrangements with Bell Canada, Hamilton Hydro and the Region for the relocation of underground utilities.

(i) That the Director of Property be directed to negotiate the appropriate amendments to the Truck Tunnel Agreement at no additional expense to the City, and the Mayor and City Clerk be authorized to execute the amending agreement in a form satisfactory to the City Solicitor.

G. S. Spencer
Commissioner of Engineering

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

AREA TO BE LEASED

In reviewing the uses for which the area of MacNab Street is proposed to be leased, it is appropriate to lease the area required for parking at 50% of fair market value of the land area (the standard formula for subsurface rights). The area used for loading from the truck tunnel however is similar to driveways which would normally be required at grade level for which no annual fee is required. Therefore to treat this developemnt equitable compared to others, a fee should be charged for the proposed parking areas only.

FINANCIAL IMPLICATIONS

The developer had requested a reduction in the estimate of $200 per square foot for market value and a decreasing reduction in the total amount payable over a twenty year period. The City Solicitor has advised that in accordance with Section 112 of the Municipal Act a municipality is not permitted to lease property at below fair market value.

In the calculation of the rate to be charged, it is permissible to reduce the fair market value by 50% where the lease is for underground rights only and the municipality maintains a control over the surface rights as this is the standard accepted real estate formula.

While the fair market value is only an estimate of the value of the land, and recent transactions have occurred in the range of $160 per square foot up to $2,000 per square foot, the Property Department has advised that a figure of $200 per square foot is reasonable in this circumstance.

Cont'd...

CIBC Building - Phase 2
Use of MacNab Street

Cont'd...

ACCEPTABILITY

This report and the recommendations contained herein have been discussed with the Property Department, the City Solicitors Department and the developer and all parties are now in agreement.

BACKGROUND

Your committee at its meeting of March 6, 1989 referred back a report on the above matter for additional comments from the City Solicitor's office.

GA:ms

cc: L. Lawrence, City Solicitors
cc: D.W. Vyce, Director, Property Department

2.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 23, 1989
COMM FILE: 3-11.2
DEPT FILE: 800-89
ID#0043D

SUBJECT:

**Reconstruction of Sidewalks
Concession Street Between East 25th Street
and Upper Sherman Avenue**

RECOMMENDATION

(a) That the reconstruction of sidewalks on both sides of Concession Street between East 25th Street and Upper Sherman Avenue at an estimated cost of $82,000 be included in the 1989 Reconstruction Program.

(b) That the reconstruction of sidewalks on both sides of Main Street between Macklin Street and James Street at an estimated cost of $357,000 be postponed until 1990 in conjunction with the Region's road work.

(c) That the surplus funds available in the Program because of these changes be applied to projects in the Supplementary List portion of the Program.

(d) That the Commissioner of Engineering be authorized to undertake these works on behalf of the City of Hamilton.

G. S. Spencer
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above recommendations.

Con't ....

Reconstruction of Sidewalks
Concession Street between East 25th Street
and Upper Sherman Avenue

Con't ....

BACKGROUND

The 1989 Reconstruction Program which was approved by Council on January 31, 1989, included the reconstruction of sidewalks on Main Street between Macklin and James Streets. This work was to be done in conjunction with the Region's proposed road reconstruction. Regional Council on March 21, 1989, postponed the road reconstruction until 1990. Therefore the sidewalk reconstruction work should also be postponed.

Since the Region's 1989 Reconstruction Program was not finalized at the time of the approval of the City's Program, the reconstruction of sidewalks on Concession Street between East 25th Street and Upper Sherman Avenue were not included. However, the Region now proposes to reconstruct Concession Street between Upper Wellington Street and Upper Sherman Avenue. Therefore it would be prudent to undertake the sidewalk work in conjunction with the Region's road reconstruction.

RPM:lp

cc: E.C. Matthews, City Treasurer
G. Lawson, Commissioner of Finance
Att: L. Baker

3.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 21
COMM FILE:
DEPT FILE: S715-24
ID#0043D

SUBJECT:

Plan of Subdivision for "OAKDALE ESTATES - PHASE 4," located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood, Hamilton.

RECOMMENDATION

(a) That the submitted schedules for the estimated cost of services in "OAKDALE ESTATES - PHASE 4", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood. The total estimated cost of services for this development is $600,277.21.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 428680 Ontario Limited.

(c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.

(e) That the City's share of the cost of services for the development ($130,748.96) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Cont'd...

Plan of Subdivision for "OAKDALE ESTATES - PHASE 4," located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood, Hamilton

Cont'd...

(f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 4 on Plan 62R-9675 as part of the Brigade Drive road allowance after the plan of subdivision for "Oakdale Estates - Phase 4" has been registered.

(g) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:

(i) incorporate the 0.3m reserve, Block 83, on a plan of subdivision known as "Oakdale Estates - Phase 3", into the respective road allowance on Brigade Drive and Bastille Street, after the Plan of Subdivision for "Oakdale Estates - Phase 4" has been registered.

(ii) incorporate the 0.3m reserve, Block 84, on a plan of subdivision known as "Oakdale Estates - Phase 3", into the Bastille Street road allowance, after the Plan of Subdivision for "Oakdale Estates - Phase 4" has been registered.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Oakdale Estates - Phase 4" is as follows:

Type of Work	Amount to be Financed
Catch Basins and Connections	$ 22,112.90
Sidewalks and Curbs	$ 32,111.90
Final Roads	$ 71,497.05
Dead-End Barricades	$ 540.34
Street Lighting	$ 4,486.77
Total City Share	$ 130,748.96

Cont'd...

Plan of Subdivision for "OAKDALE ESTATES - PHASE 4," located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood, Hamilton

Cont'd...

A portion of the City share ($15,653.72) is non-recoverable. This is attributable to the use of extra strength asphalt on Brigade Drive and Byng Street.

The remaining portion ($115,095.24) is recoverable from adjacent land owners. Approximately $79,737.19 is recoverable immediately from the Board of Education whose lands front Brigade Drive and the remainder can be recovered when the lands adjacent to lot 46 on Bastille Street are developed.

The estimated cost of the Subdivider's share of the City services is estimated to be $469,528.25.

For the Committee's information, sidewalks will not be installed on "Street "E". This is in accordance with City policy. The estimated cost savings to the Subdivider is approximately $6,000.00.

BACKGROUND

Clause 24(a) of the Fifteen Report of the Planning and Development Committee, and adopted by City Council at its meeting held on June 28, 1988 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 428680 Ontario Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Urbex Management Limited and Mackay, Mackay and Peters Limited, O.L.S. respectively, have been submitted to Regional Engineering for approval.

For the Committee's information, the City currently owns the land which is required for the Brigade Drive road allowance. It has been recommended that the City Solicitor prepare the necessary By-law(s) to establish Part 4, Plan 62R-9675 as a public road allowance for Brigade Drive, after the plan of subdivision for "Oakdale Estates - Phase 4" has been registered.

Cont'd...

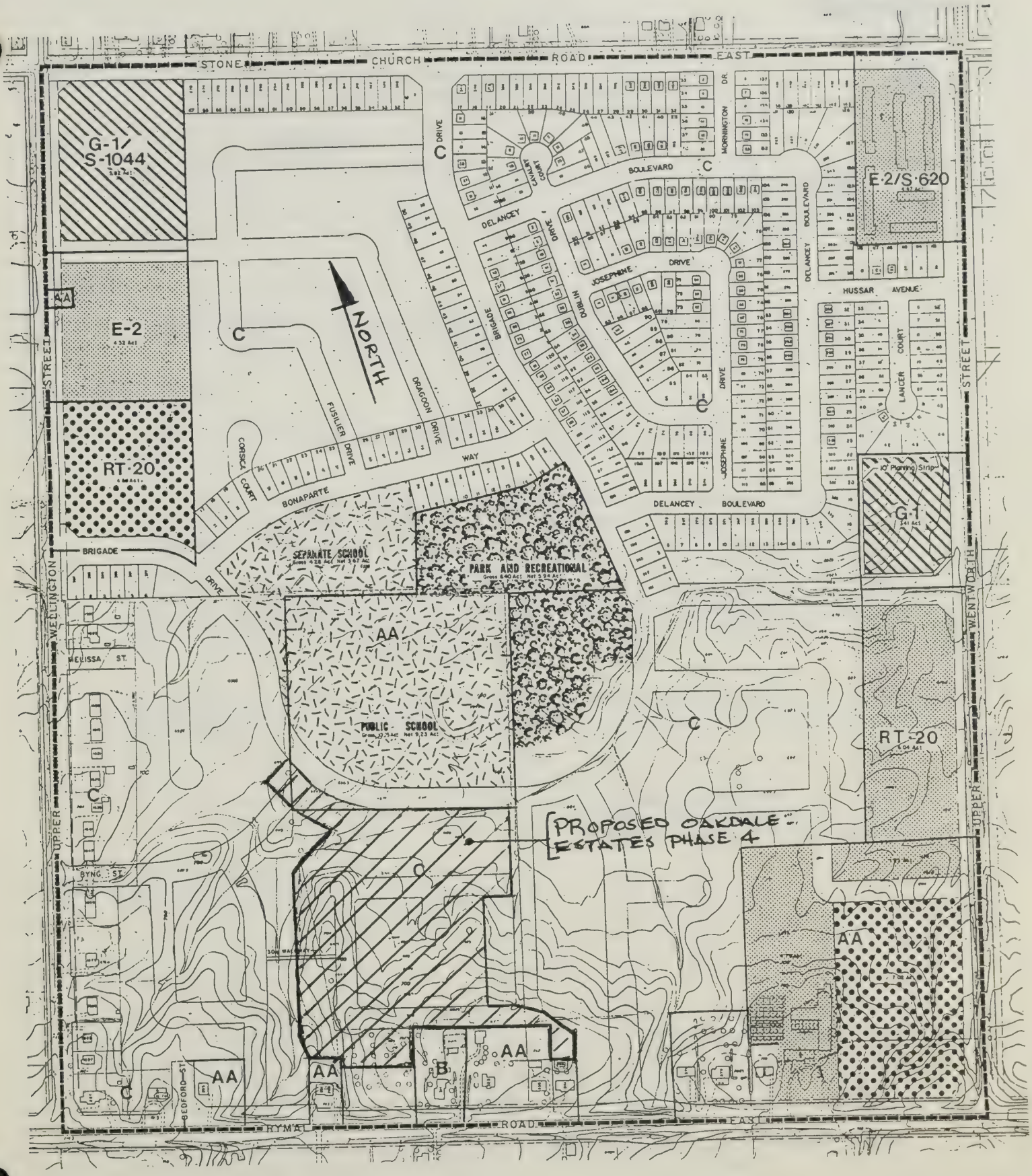
Plan of Subdivision for "OAKDALE ESTATES - PHASE 4," located east of Upper Wellington Street and north of Rymal Road in the Barnstown Neighbourhood, Hamilton

Cont'd...

Furthermore, there are two 0.3m reserves to be incorporated into their respective road allowances. They are Block 83 and 84 on a plan of subdivision known as "Oakdale Estates - Phase 3". These reserves are currently owned by the City and should be incorporated into the road allowances for Brigade Drive and Bastille Street respectively, after the plan of subdivision for "Oakdale Estates - Phase 4" has been registered.

CAU:jd
Encl.

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasurer, Att: B. Hotrum
cc: M. A. Chidley, Regional Surveyor
cc: K. A. Rouff, City Solicitor


STONE CHURCH ROAD EAST
G-1/
S-1044
E-2/S-620
E-2
RT-20
G-1
AA
C
NORTH
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COURT
DELANCEY
BOULEVARD
MORNINGTON
DR.
JOSEPHINE
DRIVE
DUBLIN
BRIGADE
DRAGOON
DRIVE
FUSILIER
DRIVE
COSOSA
COURT
BONAPARTE
WAY
HUSSAR
AVENUE
LANCER
COURT
10' Planting Strip
BRIGADE
DRIVE
SEPARATE SCHOOL
PARK AND RECREATIONAL
PUBLIC SCHOOL
WELLINGTON
STREET
WENTWORTH
STREET
UPPER
UPPER
MELISSA ST.
BYNG ST.
BEDFORD ST.
PROPOSED OAKDALE ESTATES PHASE 4
B
RYMAL ROAD EAST

KEY PLAN

N.T.S.

4.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 March 28
COMM FILE:
DEPT FILE: E308-02C
ID#0043D

SUBJECT:

Stelco Inc. - Request for Ammendment to Certificates of Approval for Waste Disposal Sites

RECOMMENDATION

That the Local Approvals Branch of the Ministry of the Environment be informed that:

(i) The City of Hamilton has no objection to the Stelco Inc. request to amend existing Certificates of Approval for Waste Disposal Sites (Nos. 130122; 130123; 130124) located at Stelco's Hilton Works in the City of Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.

(ii) The City of Hamilton is of the opinion that a hearing by the Environmental Assessment Board is not necessary in this case.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Stelco Inc. has requested the Ministry of the Environment to amend the existing Certificates of Approval for three landfill sites for solid non-hazardous industrial waste (as defined by Regulation 309 of the Environmental Protection Act) which are currently in use by Stelco. These sites receive a variety of wastes which are generated by Stelco in the manufacture of steel products. The existing Certificates of Approval issued by the MOE specifically detail the types of wastes that may be received at the three sites.

Cont'd...

Stelco Inc. - Request for Ammendment to Certificates of Approval for Waste Disposal Sites

Cont'd...

Since the time that the Certificates of Approval for the sites were issued, various changes in Stelco's steel manufacturing process have occured resulting in different process by-products. These new process by-products have been analyzed and several are considered to be acceptable under the existing criteria for the three landfill sites. The by-products that were identified as acceptable at the landfill sites are not specifically mentioned in the existing Certificates of Approval and for this reason can not be disposed of at the sites until given Ministry of the Environment Approval.

Stelco is requesting the Ministry of the Environment to amend the existing Certificates of Approval to allow these new process by-products to be included in the schedule of wastes that are acceptable at the sites. This is the only change in the current Certificates of Approval that is being requested.

Under provisions set out in the Certificates of Approval, materials destined for disposal at these landfill sites are tested weekly to ensure that they meet MOE criteria as acceptable materials for the sites. Additionally Stelco carries out a ground water monitoring program to ensure that the sites are not impacting adversely on the environment.

Staff from the Local Branch of the Ministry of the Environment (MOE) have reviewed this matter and have concluded that a hearing by the Environmental Assessment Board is not required, and therefore intend to recommend to the Director of the West Central Branch of the MOE that a hearing not be held in this instance. The Director has discretion under Part V of the Environmental Protection Act to hold a hearing on applications of this type if he feels it is necessary.

The MOE has requested the City of Hamilton to comment on Stelco's request with respect to the City's position on the need for a hearing by the Environmental Assessment Board. On the basis of the information provided and the recommendations of MOE staff we concur that hearing is not necessary.

EG:jd

"COPY"
MINISTRY OF THE ENVIRONMENT
WEST CENTRAL REGION

FILE NO.
LETTER NO. 89-1422
MAR 0 9 1989
ENG. PLAN
ENG. ...
1

March 2, 1989

Mr. E. A. Simpson, Clerk
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Simpson:

RE: Stelco Inc. - Amendment to Certificates of Approval for Waste Disposal Sites (Nos. 130122; 130123; 130124)

The West Central Region of the Ministry of the Environment has received an application to amend the existing Certificates of Approval for the three Stelco Inc. landfill sites located in the City of Hamilton. The location of the three sites are more specifically identified in Appendix A attached to this letter.

Stelco Inc. has requested approval to landfill additional non-hazardous solid industrial wastes (as defined by Regulation 309 of the Environmental Protection Act) which are generated by Stelco in the manufacture of steel products at the three sites.

In our review of this matter, the Ministry has concluded that a hearing by the Environmental Assessment Board is not required and intend to recommend to the Director that a hearing not be held in this instance. As you may be aware, the Director has discretion under the Environmental Protection Act, Part V, to hold a hearing on applications of this type if he feels it is necessary. Should City Council wish to make comments with respect to its position on the need or otherwise for a hearing, it may do so in writing to my attention by March 21, 1989. Further information on this application can be obtained by contacting Mr. A. A. Schuldt, Director/Manager, Environmental Control, Stelco Inc. directly, or myself, at telephone (416) 521-7664.

Yours truly,

Joy M. Rayner

J. Rayner
Waste Management Co-ordinator
Approvals and Waste Management Unit
West Central Region

cc: A. A. Schuldt, Environmental Control, Stelco Inc.
H. Lim, Head, Approvals and Waste Management Unit, MOE
J. Vogt, District Officer, Hamilton-Wentworth, MOE
S. Spencer, Director of Engineering, City of Hamilton
(Attn: V. Terluk)

APPENDIX "A"

Certificate of Approval No. A130122

Part of Water Lot lying in front of Lots 7, 8 and 9 and in front of the road allowance between Lots 8 and 9, Broken Front Concession, formerly Township of Barton, now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth as Parts 1 through 9 on a Reference Plan deposited in the Land Registry Office for the Registry Division Wentworth (No. 62) as 62R-8090.

Certificate of Approval No. A130123

Part of the Water Lot lying in front of Lot 1, Broken Front Concession, formerly Township of Barton, now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth designated as Part 2 on a Reference Plan deposited in the Land Registry Office for the the Land Registry Division of Wentworth (No. 62) as 62R-8091.

Certificate of Approval No. A130124

Part of Lot 2 and Part of the Water Lot lying in front of Lots 1 and 2, Broken Front Concession, formerly Township of Barton, now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth designated as Part 1 on a Reference Plan deposited in the Land Registry Office for the the Registry Division of Wentworth (No. 62) as 62R-8091.

ID# 1573D(87)

5(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: March 9, 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#1573D (87)

SUBJECT:

Banner Display Application
Monday, November 12, 1990 to Monday, November 19, 1990

RECOMMENDATION

That The Lung Association, Hamilton-Wentworth Region be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, November 12, 1990 to Monday, November 19, 1990 with the following message:

LUNGS ARE FOR LIFE
PLEASE GIVE CHRISTMAS SEALS

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from The Lung Association, Hamilton-Wentworth Region requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:lp

5(b)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 08 March 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
I.D. 0246D(53)

SUBJECT

Banner Display Application
Monday, December 11, 1989 to Monday, December 18, 1989

RECOMMENDATION

That the Lung Association Hamilton-Wentworth Region be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, December 11, 1989 to Monday, December 18, 1989, with the following message:

LUNGS ARE FOR LIFE
PLEASE GIVE TO CHRISTMAS SEALS.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Lung Association Hamilton-Wentworth Region requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

JKC:cab.

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 21
COMM FILE: TEC-76-89
DEPT FILE: 3-9.1

SUBJECT:

East side of High Street, in front of Sherwood Secondary School - Request for a Wheelchair Loading Zone.

RECOMMENDATION:

a) That a "Wheelchair Loading Zone, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of High Street commencing at a point 90 feet north of the north curb line of Brucedale Avenue and extending to a point 60 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

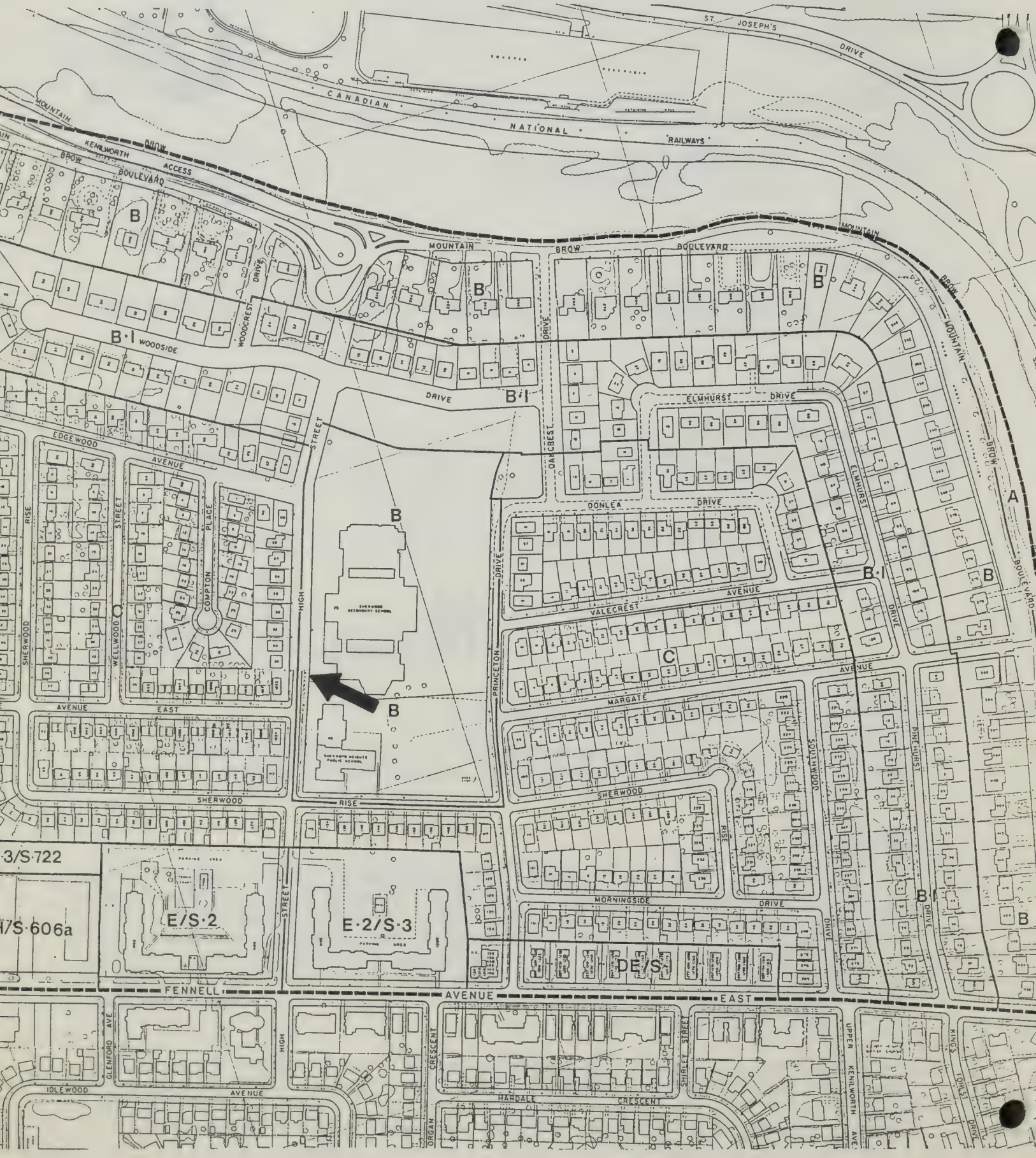
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. G.R. Cooper, Principal of Sherwood Secondary School that a "Wheelchair Loading Zone" be implemented on High Street in front of the school. Mr. Cooper expressed concern that they are experiencing difficulty loading and unloading handicapped students from Darts vehicles while parents stop their vehicles in the "No Parking" area in front of the school. Therefore, to reserve an area directly in front of the school for vehicles loading and unloading handicapped persons, the Traffic Department concurs with the request.

As noted above, parking is presently prohibited in front of the school. Therefore, the proposed regulation should not create any parking problems. Parents can continue to load and unload in the remaining "No Parking" area immediately to the south of the proposed "wheelchair loading zone".


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH ACCESS
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
EDGEWOOD AVENUE
COMPTON PLACE
WELLWOOD STREET
SHERWOOD RISE
HIGH STREET
PRINCETON DRIVE
SOUTHWOOD DRIVE
PINEHURST DRIVE
FENNELL AVENUE EAST
GLENFORD AVE
IDLEWOOD AVENUE
HIGH STREET
ORGAN CRESCENT
HARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH AVE
KINGS TOWER DRIVE
A
B
B·1
C
E/S·2
E·2/S·3
DE/S
·3/S·722
H/S·606a

7.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 21
COMM FILE: TEC-82-89
DEPT FILE: 3-9.3

SUBJECT:

North side of Jackson Street East, East and West of Spring Street - Corner Clearances.

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the north side of Jackson Street East between Spring Street and a point 58 feet westerly therefrom; and

b) That a "No Stopping" regulation be implemented on the north side of Jackson Street East between Spring Street and a point 53 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro recently requested that four-way stop control be implemented at the intersection of Spring and Jackson. The Traffic Department concluded that four-way stop control was not warranted at this location, but identified a problem with southbound motorists either failing to yield the right-of-way or disobeying the existing stop signs. Therefore, in an effort to improve conditions at this intersection, the Traffic Department has issued a work order to erect a left hand stop sign for southbound traffic on Spring, and also, it is recommended that "No Stopping" corner clearances be implemented on the north side of Jackson both east and west of Spring to improve visibility at this intersection.

The implementation of these corner clearances will result in a loss of approximately two on-street spaces. However, the apartment building at the north-east corner has off-street parking provided in accordance with current Zoning By-law requirements, and the flanking residential property at the north-west corner has off-street parking available. Parking would be allowed on the north side for the remainder of the blocks. Therefore, the loss of two on-street parking spaces in the interest of public safety should not create any severe parking problems for area residents.


MAIN STREET EAST
MAIN STREET
I/S 197
I/S 874
J/S 409
H/S 790
E/S 267
J/S 409a
E/S 192
E/S 136
C/S 154a
CR 2/S 572a&b
E 3/S 601
E 3/S 501
E 1/S 511
E 3/S 768
E/S 237
E/S 357
E/S 264
E/S 842
E/S 871
E/S 836
E/S 850
E/S 826
E/S 298
JAMES STREET SOUTH
HUGHSON STREET SOUTH
JOHN STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
FERGUSON AVE S
WELLINGTON STREET SOUTH
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE EAST
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PL
KINGSWAY DRIVE
LOUISA AVE
FREEMAN PLACE
CLAREMONT ACCESS
JOLLEY CUT
MOUNTAIN BROOK
CONCESSION STREET
BAILLIE ST
LIBERTY STREET
SPRING STREET
GROVE ST
STINSON
AURORA STREET
FOSTER ST
KELSO ST
RAILWAY

8.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 20
COMM FILE: TEC-78-89
DEPT FILE: 3-9.1

SUBJECT:

10 Murray Street East - Request for an additional permit parking space.

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Murray Street East, commencing at a point 103 feet east of James Street North and extending to a point 92 feet west of Hughson Street North be extended such that the regulation commences at a point 83 feet east of James Street North and extends to a point 92 feet west of Hughson Street North; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Sohan Sihnciu, 10 Murray Street East; and

c) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray Street East commencing at James Street North and extending to a point 103 feet easterly therefrom be shortened such that the regulation extends to a point 83 feet east of James Street North; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

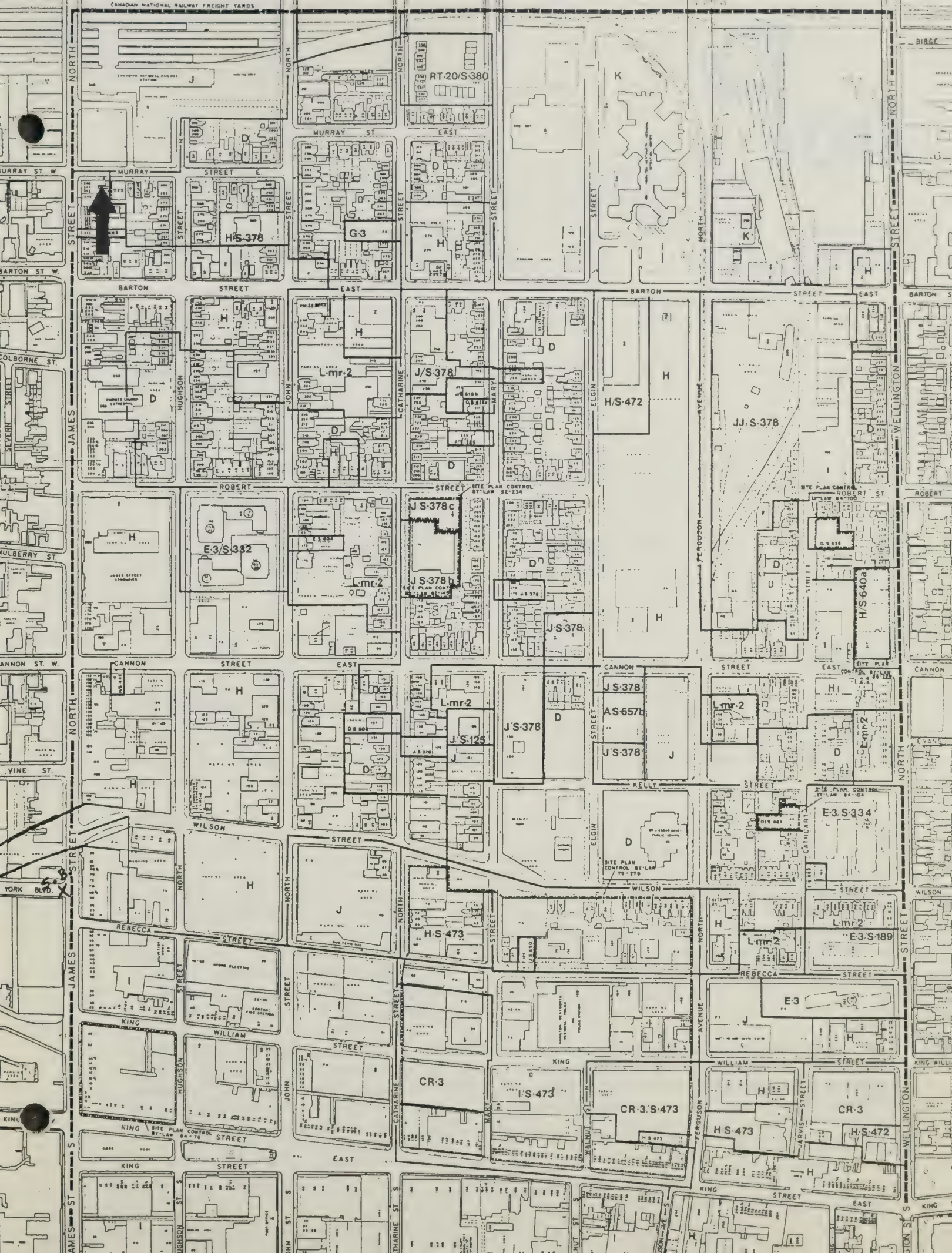
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

Mr. S. Sihnciu, 10 Murray Street East, has requested that the existing "Permit Parking" regulation which is presently signed on the south side of Murray Street for a portion of the block between James and Hughson be extended across the frontage of his property. Presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday regulation on the south side of Murray, east of James in front of the applicant's home, and a "Permit Parking" regulation immediately to the east which controls five on-street spaces in the block. The two hour parking time limit then continues to Hughson Street.

The "Permit Parking" regulation was implemented in 1987 as a result of a petition by all of the residents in the middle of the block. Since the resident at the westerly end has now requested that the "Permit Parking" regulation be extended across the frontage of his home, the Traffic Department concurs with the request. Extension of the existing "Permit Parking" regulation by one space should not create any parking problems for other area residents or businesses.


CANADIAN NATIONAL RAILWAY FREIGHT YARDS
MURRAY ST. W
MURRAY STREET E.
MURRAY ST. EAST
BARTON ST. W.
BARTON STREET EAST
COLBORNE ST.
MULBERRY ST.
ROBERT STREET
CANNON ST. W.
CANNON STREET EAST
VINE ST.
WILSON STREET
YORK BLVD.
REBECCA STREET
KING WILLIAM STREET
KING STREET EAST
NORTH JAMES STREET
NORTH HUGHSON STREET
NORTH JOHN STREET
NORTH CATHARINE STREET
NORTH MARY STREET
NORTH ELGIN STREET
NORTH FERGUSON AVENUE
NORTH WELLINGTON STREET
NORTH CATHCART STREET
NORTH JARVIS STREET
NORTH WALNUT ST.
RT-20/S-380
H/S-378
G-3
L-mr-2
J/S-378
H/S-472
JJ/S-378
J S-378c
E-3/S-332
J S-378b
J S-378
H/S-640a
AS-657b
J/S-125
E-3/S-334
H/S-473
E-3/S-189
E-3
CR-3
I/S-473
CR-3/S-473
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-100
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 79-270
SITE PLAN CONTROL BY-LAW 84-76

9(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 15
COMM FILE: TEC-77-89
DEPT FILE: 3-9.2

SUBJECT:

Rendell Boulevard between Queensdale Avenue East and Everton Place - Parking Regulations.

RECOMMENDATION:

a) That a "No Parking, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on both sides of Rendell Boulevard between Queensdale Avenue East and Everton Place; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

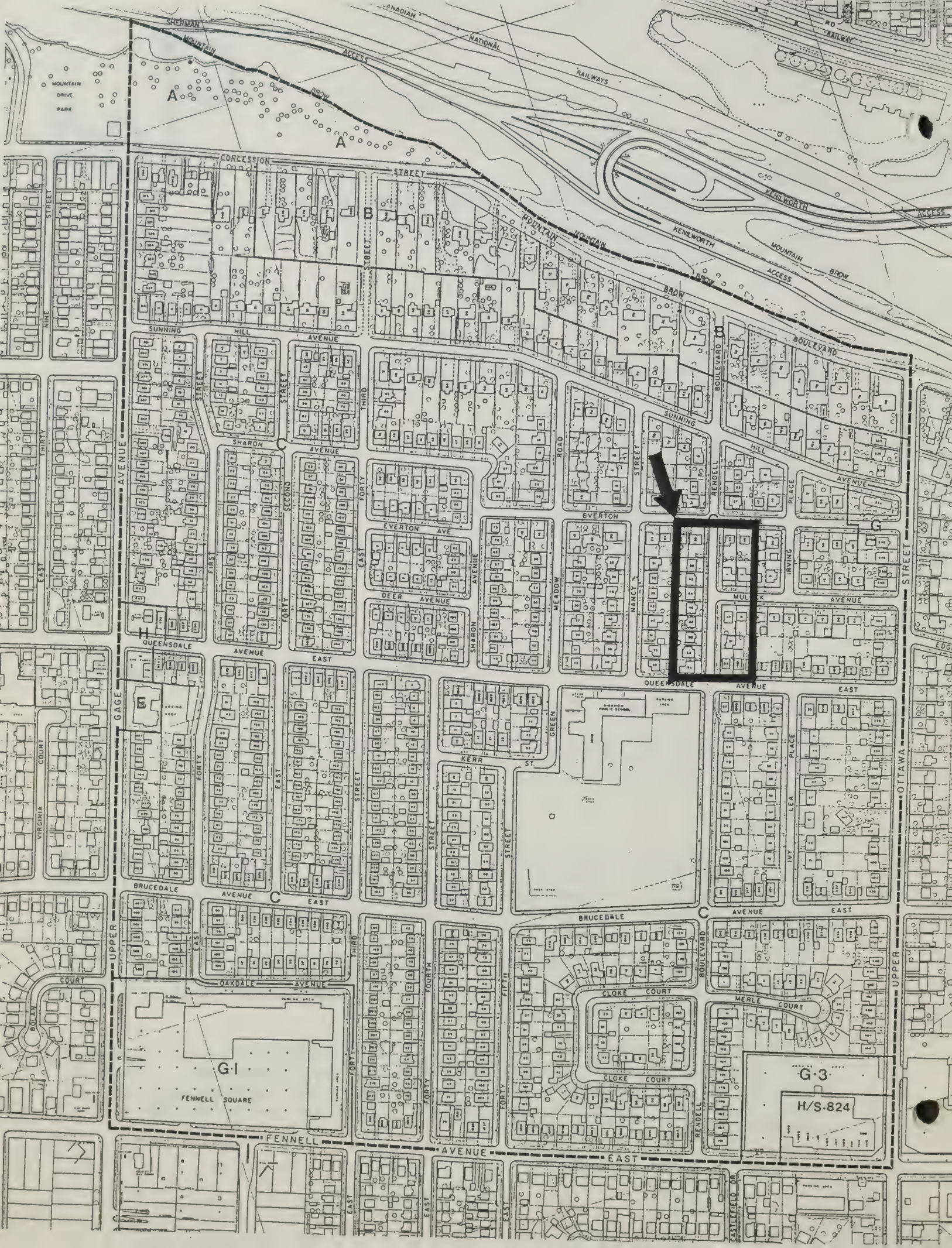
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 12 of the 14 one, two and three family dwellings on Rendell Boulevard in the block between Queensdale Avenue East and Everton Place, requesting that a "No Parking, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the street. All of the 12 residents indicated their support for the requested regulation. Presently, there is unrestricted free parking on both sides of Rendell Boulevard in this block and area residents have expressed concern regarding non-resident long-term parking by employees and students of the Highview Campus of Mohawk College.

The Traffic Department would consider a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary. However, since all of the residents in the block have off-street parking provided, and since 86% of the abutting residents have signed the petition, the Traffic Department concurs with the request.


MOUNTAIN DRIVE PARK
SHERMAN
MOUNTAIN
ACCESS
BROW
CANADIAN
NATIONAL
RAILWAYS
KENILWORTH
ACCESS
CONCESSION
STREET
SUNNING
HILL
AVENUE
BOULEVARD
SHARON
AVENUE
EVERTON
AVE
DEER
AVENUE
QUEENSDALE
AVENUE
EAST
BRUCEDALE
AVENUE
EAST
OAKDALE
AVENUE
FENNELL
AVENUE
EAST
UPPER
GAGE
OTTAWA
STREET
CLOKE
COURT
MERLE
COURT
RENDELL
PLACE
IRVING
MULLIGAN
AVENUE
NANCY
MEADOW
GREEN
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SECOND
THIRD
FOURTH
FIFTH
FORTY
EAST
THIRTY
NINE
VIRGINIA
COURT
BOLAN
COURT
G-1
FENNELL SQUARE
G-3
H/S-824
A
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FOR ACTION

9(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 21
COMM FILE: TEC-83-89
DEPT FILE: 3-9.2

SUBJECT:

Devonport Street between Tom Street and York Boulevard - Parking Regulations.

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation on Devonport Street between Tom Street and York Boulevard be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

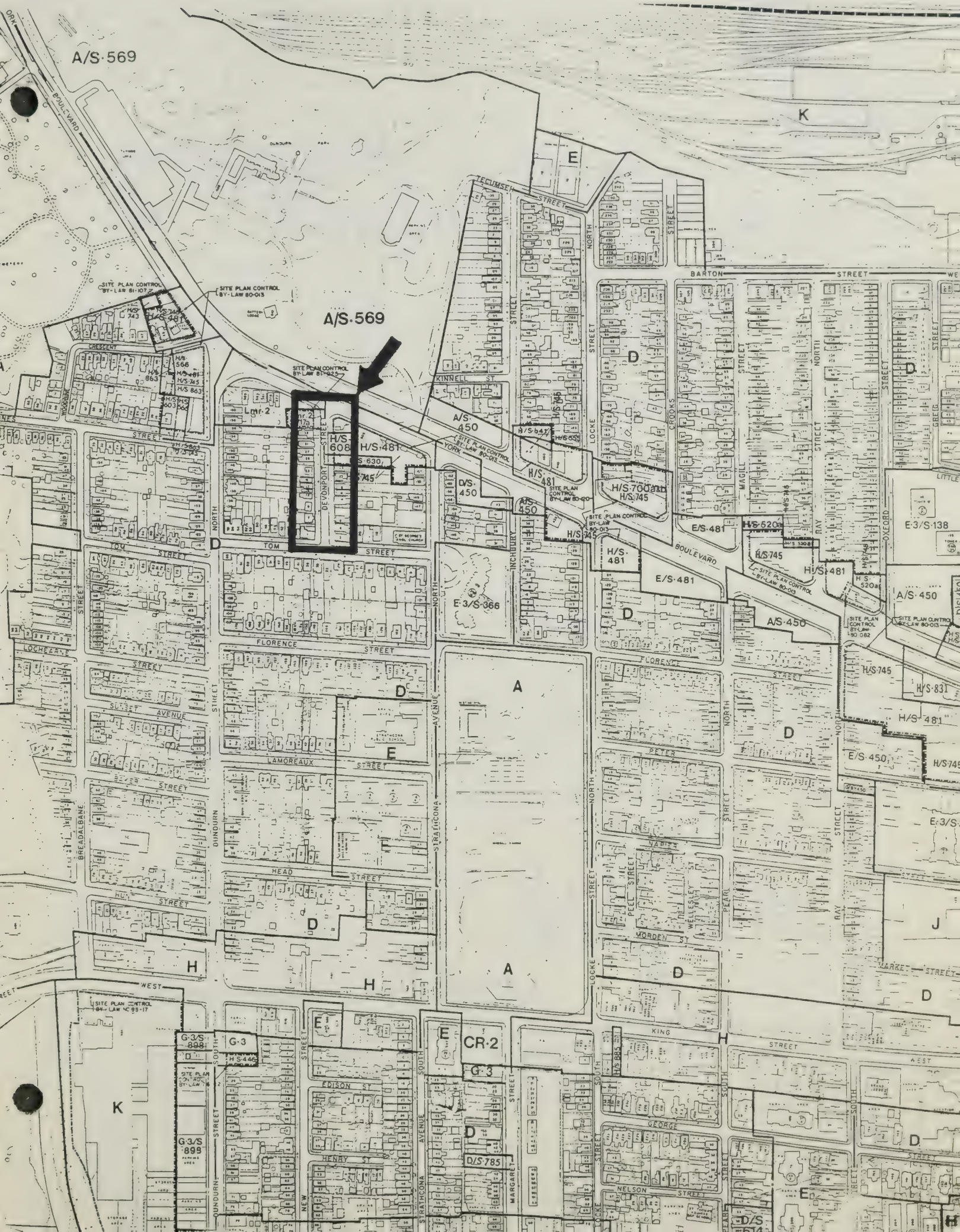
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will offset the cost to some degree.

BACKGROUND:

In Report TEC-02-89, the Traffic Department reported respecting a petition signed by representatives of 14 of the 20 one, two and three family dwellings on Devonport Street between Tom and York requesting that a "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation be implemented on the street, because of long-term parking by non-residents. The Committee, and subsequently the City Council on 1989 January 31, approved the request and the parking time limit signs were erected shortly thereafter.

Following the erection of the signs, the Traffic Department received numerous complaints and subsequently a petition requesting that the parking time limit regulation be changed such that it would be in effect only from 8:00 a.m. to 5:00 p.m., Monday to Friday.

The second petition is signed by all but one of the original petitioners and by one other resident. Therefore since representatives of 14 of the 20 one, two and three family dwellings are in favour of changing the existing regulation to a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation, the Traffic Department concurs with this request.


A/S·569
A/S·569
K
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J
CR·2
G·3
G·3/S·898
G·3/S·899
H/S·446
D/S·785
H/S·885
H/S·608
H/S·481
H/S·700 and H/S·745
E/S·481
E/S·450
A/S·450
D/S·450
E·3/S·366
E·3/S·138
H/S·520a
H/S·831
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-325
SITE PLAN CONTROL BY-LAW 80-20
SITE PLAN CONTROL BY-LAW 80-082
BOULEVARD
BARTON STREET
TECUMSEH STREET
KINNELL ST
YORK
TOM STREET
FLORENCE STREET
SUMMER AVENUE
LAMOREAUX STREET
HEAD STREET
PETER STREET
NAPIER ST
MORDEN ST
KING STREET
EDISON ST
HENRY ST
GEORGE STREET
NELSON STREET
MARKET STREET
DEVONPORT STREET
NORTH
SOUTH
WEST
STRATHCONA AVENUE
DUNDURN
BREADALBANE
LOCKE
CROOKS
MAGILL
RAY
OXFORD
GREG
INCHBURY
MARGARET
PEARL
NEW
WELLESLEY ST
PEEL STREET
LOCHEARN
CRESCENT
WOODBINE
DUNDURN PARK

9 (c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 23
COMM FILE: TEC-79-89
DEPT FILE: 3-9.2

SUBJECT:

North Side of Britannia Avenue between Harmony Avenue and Cameron Avenue North - Parking Regulations.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Britannia Avenue from a point 60 feet east of Harmony Avenue and extending to a point 166 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident at Nos. 2 Harmony Avenue, and 317 and 321 Britannia Avenue, and any additional permits to a maximum of three on a first come first served basis; and

c) That the existing "No Stopping" corner clearance on the north side of Britannia Avenue between Harmony Avenue and a point 68 feet east be shortened by 8 feet, such that the prohibition commences at Harmony Avenue and extends to a point 60 feet easterly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

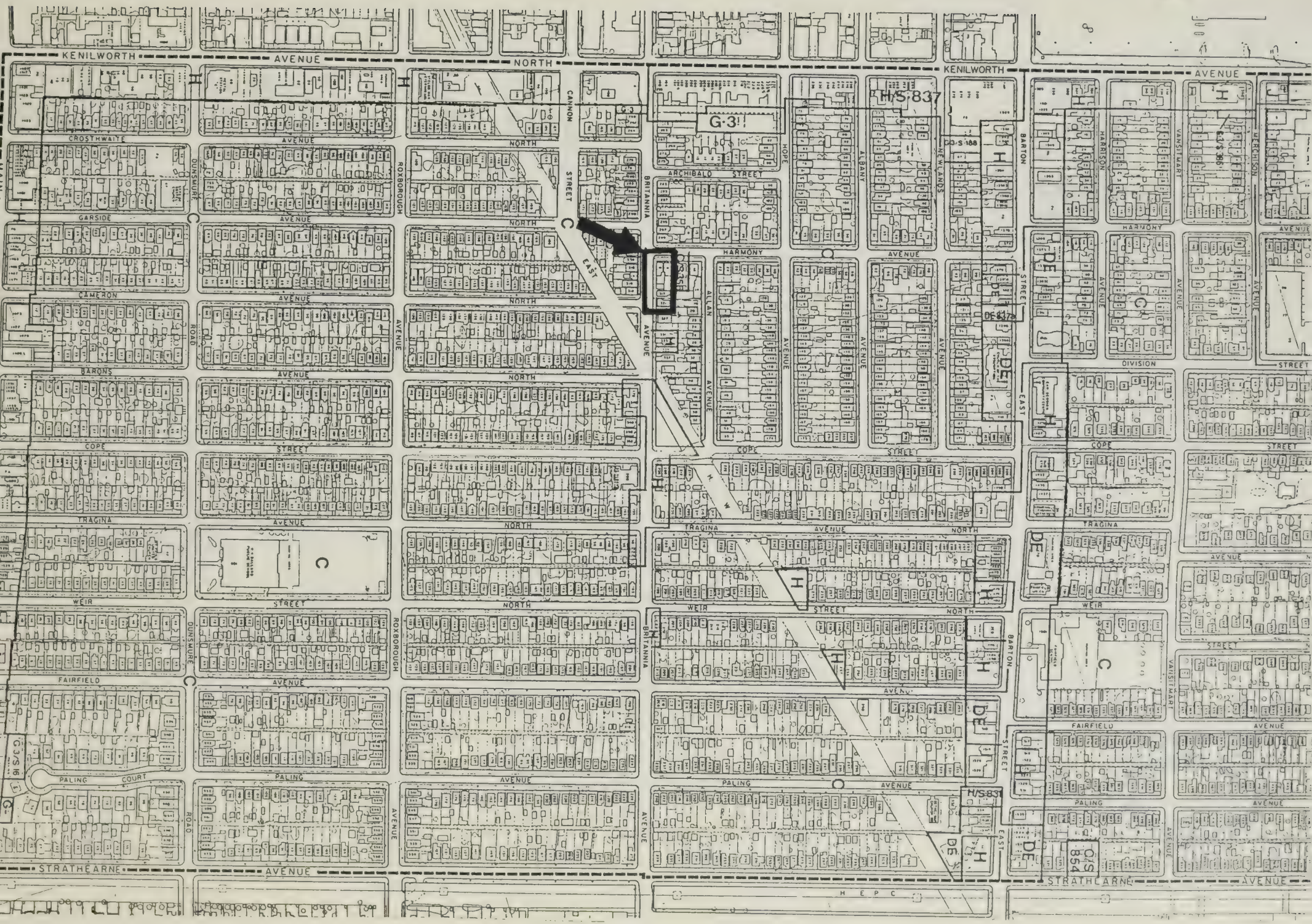
Sufficient funds have been provided in the 1989 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all 3 of the one, two and three family dwellings on the north side of Britannia Avenue in the block between Harmony Avenue and a point opposite Cameron Avenue North, requesting that a "Permit Parking" regulation be implemented in front of their homes. All of three residents support the regulation. Presently, there is unrestricted free parking on the north side of Britannia in this area except for a 68 foot "No Stopping" corner clearance east of Harmony and a "No Stopping" regulation opposite and immediately east of Cameron which is signed in accordance with a general By-law provision. There is a "Permit Parking" regulation on the south side of Britannia in this area.

The resident who circulated the petition has expressed concern regarding non-resident parking in the area. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that it would be possible to shorten the corner clearance east of Harmony by eight feet and to shorten the general "No Stopping" regulation opposite Harmony by 26 feet in order to provide sufficient space for three vehicles to park. Therefore, since all three residents are in agreement, the Traffic Department concurs with the request for "Permit Parking" at this location.


KENILWORTH AVENUE NORTH
CROSTHWAITE AVENUE NORTH
GARSIDE AVENUE NORTH
CAMERON AVENUE NORTH
BARONS AVENUE NORTH
COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING COURT
PALING AVENUE
STRATHEARNE AVENUE
DUNSMURE ROAD
ROXBOROUGH AVENUE
CANNON STREET
BRITANNIA
EAST
ARCHIBALD STREET
HARMONY AVENUE
ALLAN AVENUE
HOPE
ALBANY AVENUE
NEWLANDS AVENUE
BARTON
HARRISON
VANSITTART
MEACHSON AVENUE
DIVISION STREET
H/S 837
G·3
H/S 831
O/S 854
H E P C

FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 March 30
COMM FILE: TEC-86-89
DEPT FILE: 3-9.1

SUBJECT:

Breadalbane Street, King Street to Hunt Street - One-way operation.

RECOMMENDATION:

a) That the hours of northbound one-way street operation of Breadalbane Street, from King Street West to Hunt Street be revised to full-time operation, Monday to Friday; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing and erection of the necessary signing.

BACKGROUND:

The Ministry of Transportation, Ontario will be reconstructing the King Street bridge over Highway 403 this summer. The reconstruction will include lane closures and temporary relocation of ramp exit points.

The Ministry and the Ministry's contractor have expressed serious concern that traffic southbound on Breadalbane at King Street could cause safety difficulties by attempting to enter or cross the King Street traffic during peak hours.

Breadalbane Street presently operates one-way northbound in the block from King Street to Hunt Street during the period 4:00 p.m. to 6:00 p.m., Monday to Friday. It is proposed to extend this regulation to 24 hours a day, Monday to Friday. Traffic volumes on Saturdays and Sundays on King Street are not considered sufficiently heavy to warrant this prohibition.

A report recommending reinstallation of the original regulation will be prepared for the Transport and Environment Committee as soon as reconstruction of the bridge is complete.

11.

FOR ACTION

REPORT TO: MR. R. PROWSE, SECRETARY
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: MR. T. BRADLEY, MANAGER
PURCHASING

DATE: 1989 March 29
COMM FILE: 3-5.1
DEPT FILE:

SUBJECT: SUPPLY & DELIVERY OF POTABLE WATER

RECOMMENDATION
That a purchase order be issued to Robert N. Dawson Transport Ltd., Hamilton, for the supply and delivery of Potable Water as and when required during 1989, 1990 and 1991 at a cost of $10.00 per 600 gallon tank load, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Potable Water Account #CH56339-60510.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)
See above RECOMMENDATION

BACKGROUND - Tender Analysis

	Price per 600 Gallon Tank Load		
	One Year	Two Year	Three Year
Robert N. Dawson Transport Ltd. Hamilton	$10.00	$10.00	$10.00
Bart Chaston, Hamilton	11.00	11.50	12.00
The Waterman, Peter Verburg, Alberton	37.50	37.50 & 40.00	37.50, 40.00 & 42.50 based one or two deliveries per week

FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: K. A. Rouff,
City Solicitor

DATE: 1989 March 22
COMM FILE:
DEPT. FILE: 65-1/89.9

SUBJECT:

By-law to incorporate Part 1, Plan 62R-9675 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law on April 11, 1989 in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 6(c), adopted by City Council on March 14, 1989. **(Please arrange to place this matter on the Transport & Environment Committee's agenda for the meeting of Monday, April 3, 1989 at 2:00 p.m.).**

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on March 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

13.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 February 24
COMM FILE: TEC-49-89
DEPT FILE: 3-9.2

SUBJECT:

East 36th Street between Concession Street and the north end - Parking Regulations.

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of East 36th Street from Concession Street to the north end be removed; and

b) That an "Alternate Side Parking" regulation be implemented on East 36th Street from Concession Street to the north end such that parking is prohibited.

- on the east side of the street during the months of December, January, February and March, and from the first to the 15th of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

c) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

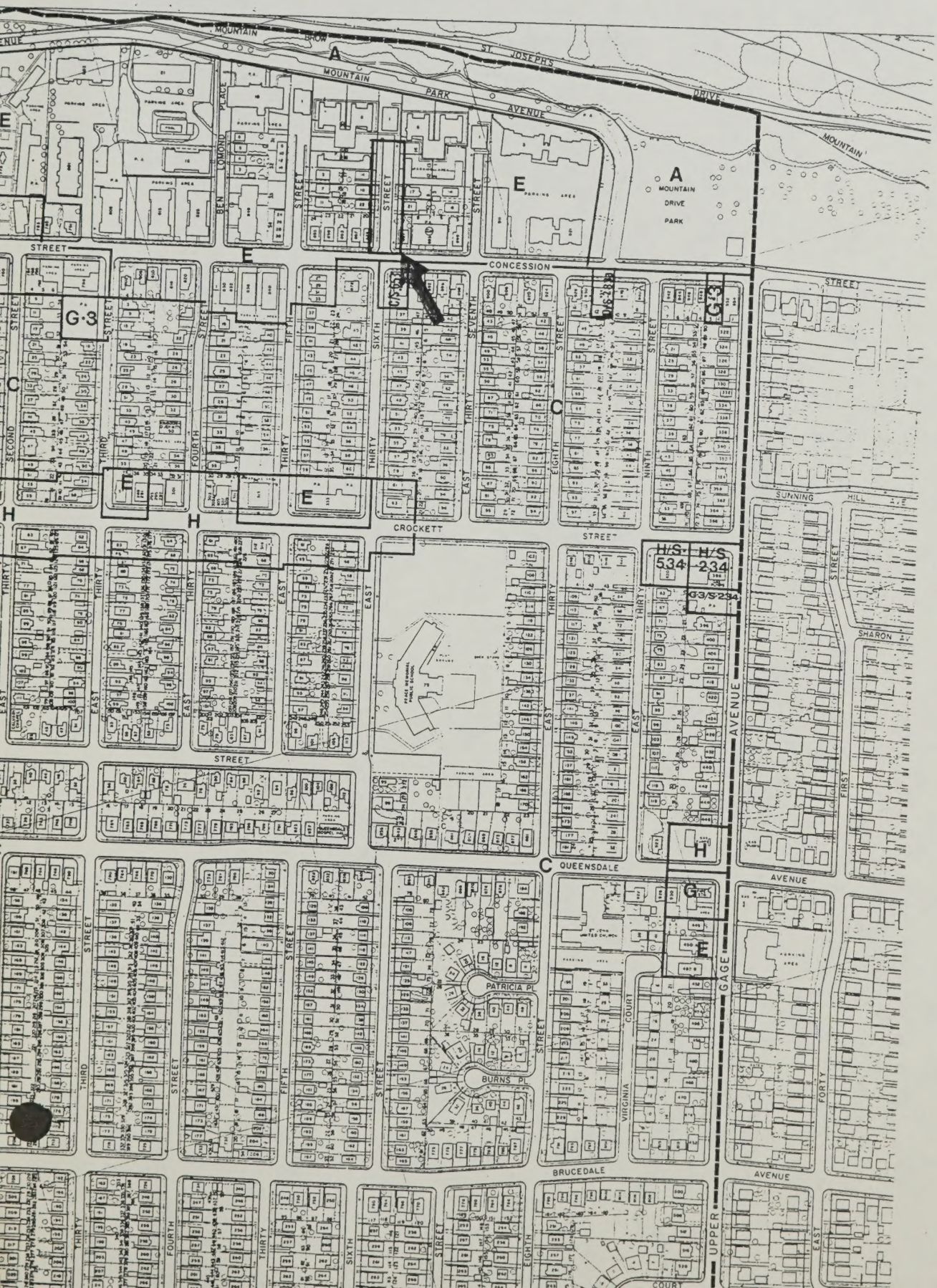
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all seven of the one, two and three family dwellings abutting East 36th Street

from Concession to the north end requesting that an "Alternate Side Parking" regulation be implemented on the street. Five of the seven residents were in favour of the proposed regulation, one was opposed and one had no opinion. East 36th Street has a 28 foot pavement width in this area, and presently, there is a "No Parking" regulation on the east side and unrestricted free parking on the west side of the street.

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. The residents of this street have indicated that they would prefer that the parking prohibition alternate from one side of street to the other. Therefore, since 71% of the abutting residents have signed the petition, the Traffic Department concurs with the request.

There is approximately one additional parking space on the west side of the street in this block. Therefore, in order to maximize the number of on-street parking spaces, it would be appropriate to prohibit parking on the east side of the street during the winter months.


MOUNTAIN BROW
ST. JOSEPH'S
MOUNTAIN PARK AVENUE
DRIVE
MOUNTAIN
MOUNTAIN DRIVE PARK
BEN LOMOND PLACE
STREET
CONCESSION
SUNNING HILL AVE
SHARON AV
CROCKETT
STREET
H/S 534 234
G3/S234
QUEENSDALE
AVENUE
PATRICIA PL
BURNS PL
VIRGINIA COURT
BRUCEDALE
COURT
UPPER GAGE AVENUE
FIRST
FORTY
EAST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
THIRTY
G-3
G3
H
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C
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ACCOPRESS®

25070	YELLOW/JAUNE	BY2507
25071	BLACK/NOIR	BG2507
25072	BLUE/BLEU	BU2507
25073	R. BLUE/BLEU R.	BB2507
25074	GREY/GRIS	BD2507
25075	GREEN/VERT	BP2507
25077	TANGERINE	BA2507
25078	RED/ROUGE	BF2507
25079	X. RED/ROUGE X.	BX2507

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TORONTO CANADA